



507







#507 Some Original Pages



HOLLINGER  
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11 saw quite a number of humpbacks and fin backs and in the same through the night. Friday morning we had a light breeze from the S.E. and were heading to the E. N.E. with all sail. but this about 10 A.M. a squall of rain set in and after that through the day we had a series of calms and squalls from all directions with much rain in the afternoon about 2 P.M. a quite heavy squall came from S.E. but it had previously been expected for some time being taken in or cleared up, he ran off N.W. in the squall which lasted probably fifteen hours more the sails cleared up. It was accompanied by a heavy fall of rain which was not from that time regular rain soon set in which continued all day and through the night, which continued very dark, every thing was in except a doubt reefed main yards light sails being furled and ready ones cleared up. and in this shape we lay, the night continued very rainy and squally until 9 P.M. then the rain ceased and with the strong breeze from E. sails were made to double reefed topsails and courses ship heading to S. by E. the breeze from an Easterly direction continued strong in squalls all night and then being generally accompanied by much rain, the sail were again cleared up, secured before day and the way continued on until about 8 A.M. Saturday then double reefed topsails and courses were again set, and under this sail we kept through Saturday with only squalls from E. by N. to E. by S. occasional and some rain soon after dinner the sails were again all cleared up for a heavy squall mostly of rain but little wind and at 2 P.M. it was over and the weather gave signs of being once more pleasant. the wind had nearly all left only a very light breeze from the Eastward ship heading to the Southward turned the reefs out of the main topsail. thunder and lightning was frequent on Friday night. Wind shifted at 4 P.M. Saturday and was once more refreshed and straight but heavy rumbling of thunder gave some evidence that it might again set in this however was quiet until the next day, Sunday Nov. 18th. ~~the squalls~~. many dolphins skip, some albatrosses &c around all the week.

Saturday Nov. 22nd. last week, the night of Saturday we a fin back in the night close to us. ~~the squalls~~ continued calm or light breeze but little rain fell and so squalls were around to a great extent. we kept the light breeze from the Eastward through the night and were heading to the S. by E. under double reefed topsails and courses. Sunday morning the squalls ceased again commenced with frequent showers and much rain falling but little wind however from an Easterly direction. about 2 A.M. the weather cleared away all rain and we took a light breeze from the N.W. all sail was made including sails and courses reefed set and we started E. by E. the wind in the afternoon increased and hauled to the S.W. blowing pretty fresh but with little rain. again came down to double reefed topsails and courses but about 5 P.M. set the main sail jib and stowed S.E. by E. with a strong and steady breeze from S.W. which lasted but a short time before the weather again began to squall with occasional light rain. we continued all night steering S. by E. by E. under double reefed topsails and courses. Monday morning under double reefed topsails, courses jib shanks and main jib gallant sail. a fresh breeze from S.W. and quite pleasant & early on. a fresh breeze from S.W. continued all day the weather little squally and light showers few and far between more so than usual. In the night we once more had very pleasant weather free from squalls rain &c and a light breeze blowing from S.W. all sail was once again made. Tuesday light breeze from W. under all sail but almost calm & not quite sometimes steering S.E. by E. under all sail. In the night calm and light winds from N.W. with a little rain. but in the morning all sail for squalls but had none. Course from E. by S. to S. by E. 4 points to run in. in the morning again made all sail and Wednesday we had a very light breeze from the N.W. steering S. by E. under all sail. at night quite a moderate little breeze a light fall from first watch and but lightning also frequent night. saw a fin back on Tuesday and plenty of porpoises on Wednesday. Employed Wednesday by keeping out of the hold for water and chopping wood in the kitchen ready for Sunday. In the same. Thursday light breeze from the N.W. E. ship steering S. by E. all sail. saw porpoises &c. At 7 P.M. saw a few E. N. E. very S.E. all drawn some very small light. Friday very light breeze under all sail from the N.W. steering to S. by E. and S. by E. caught a cowfish in the morning and while hauling him in at 5 A.M. catch fish come all around struck me from the stern the iron broke at noon raised a school of fish and lower of lower boats. 3d. note gave three orange after noon. off come on board at 1 P.M. many mixed fish regular. ship at a very high breeze from N. steering S. by E. raised much fish not far distant beach at 4 P.M. fish under stern. 3d. note struck first Davis next skipper next. two fish over killed old man got home and over







or 6 miles from passage right ahead. Schooner also got under way. We first  
came to anchor in the bay and some 4 or 5 miles from the shore. Cleared up sails and let  
down anchor. Anchored in 3 fathoms. On Friday morning light land breeze  
sprang up about 8 A.M. got under way and sailed out. With fair wind schooner  
and crew went on board her before we got outside  
the heads at 11 A.M. with shudding sails set. Soon after hauls taken and  
found for old man schooner inside. Old man arrived before we were  
leaving schooner inside they had seen humpbacks and were going  
up and the then outside fresh breeze from N.W. steering  
S.E. E. under all sail. Schooner last seen inside the heads. Magdalena island  
in sight all along to the East by boat. Abandoned shoals once more at night  
left off S.E. by P. Saturday fresh breeze from N.W. steering S.E. under all sail  
saw blackfish in the forenoon and looked for them but they were going so fast we did  
not lower. Again bound to the line after long absence.

Sunday Nov 2nd 56. About 2 A.M. caught  
a porpoise fresh breeze from the N.W. all that day steering S.E. by E. under all  
sail at night about from the N.W. W. Monday fresh breeze from the  
Northward steering to the Southward under all sail. At noon the  
breeze shifted off S.E. Many porpoises seen through the night. Tuesday  
fresh breeze from N.W. steering S.E. under all sail. At three  
noon raised white water and saw one of her spouts hauled aboard for the cell.  
ed all hands bent on and were ready to lower but nothing more was caught the  
fish. The rain then said he thought they were blackfish. I saw white  
water once just after relieving him about when the fish ought to be that was  
the last of them. At night took in all light sails and under way sails had  
a look on the landward track for some islands. At 11 P.M. a breeze  
blew all hands off duty. Tomorrow morning out where they are. They said see the  
all the time. The remainder of the week a series of calm and light winds from  
the Northward and alternately ship endeavoring to get S.E. and S.E. under all sail.  
Porpoises seen on several occasions and on Friday a finback seen also same day.  
Saw a sort of reef formed apparently of glass and timber passed it a short distance in  
the forenoon set a fire in it in regular dignity and about it and the ship when it passed it  
saw an immovable shoal of small fish resembling catfish refusing to budge. It  
with a hook about a dozen fathoms down and caught with gramine. Perched another  
small stick of wood to day. and saw more fish of the same description. At many dolphins  
seen. Thus ends this week on Saturday Nov. 8th. Employed painting boats etc. and getting  
from bag and bag of the boots all of them. Davis heading P.B. packed out the forecabin  
on Wed. and Thursday.

Sunday Nov. 9th continued calm all day or  
nearly so. ship barely having steering. At three evening wind was from the N.W.  
ship endeavoring to get to the Southward. In the night a short squall and breeze  
blew S.E. Monday very light air from the N.W. ship barely having steering was steering S.E.  
by E. At 4 P.M. raised what were pronounced to be blackfish and the Capt. 2nd mate  
and Davis lowered but found nothing but a lot of sharp fin codfish etc. which they  
could not strike and after being down less than an hour they returned on board. Tuesday  
morning about 5 A.M. a finback was seen and shortly after a large sprang up from N.W.  
gaily light still better than now and he steered S.E. by E. a codfish was soon after caught.  
The breeze lasted but a few hours and then we were again blessed with a calm or  
nearly so. Several finbacks were seen just at night which at first raised considerable  
excitement. About 3 A.M. Wednesday morning quite a nice little breeze sprang up from  
the N.W. which lasted nearly or quite all day. We were steering S.E. under all sail. This  
morning worked all. Employed making a fly for the boat etc. after 6 P.M. passed sev-  
eral large pieces of wood quite heavy timber and in the afternoon quite a excitement was  
raised by the finding out for several hump or fin backs grampus or something else. The  
breeze about 4 P.M. suddenly struck us aback. A light squall from the Eastward and at  
last that is what it was. It was very little of any kind. The breeze of the day. In the forenoon there  
were but 3 believe it did not do much. Thursday had a light breeze, clear  
which varied from N.E. to E. ship heading calm but on the barboard look from E. S. E. to S. S. E.



a strong sea breeze and about <sup>one</sup> o'clock P.M. suddenly got around I was reading that -  
about 11. I got off the ship she went on her way. Big ship with all the 14 cub of mud hulked  
and finally she started to go the round of the lagoon. I saw covered boats and some looked very  
left off little more and finally came about 10 miles and half from the old lagoon in the eastward  
lagoon where they found a good very good and went to sleep. I went to an area called  
about 1000 feet from the shore and went on land and went on land half mile and had a great time  
for the ship and met shipper on the way. we both went on board and soon after the  
3d mate who had stopped and was cutting calcium board. Saturday morning the 1st mate crew  
went up the lagoon wood chopping. 2d mate and crew started for ranch some distance to land of us  
did not return at night. we cut board in lagoon until 11. A. M. then shipper came in brought us  
ging and grub. He then so high that could not cut knocked off and then went farther up lagoon  
and all lagoon 1st mate crew and cut dinner after arriving about on shore a little then went back  
and went to chopping again. till night shipper started for ship and soon after we crew started  
shaved a shy down lagoon about half a mile. but did not catch him returning on board at night  
Captains boat load of fish. for this week he lay in about 5 fathoms of water.

Will N. M. 1st mate  
Punchy Oct. 19th 56. early in the morning 2d mate arrived from leeward with a crew. had all been to  
ranch and found a cat and a cat's paws hummus. for half the things in ranch they had apparently left  
the people some time. they found a rattlesnake in the house which they killed and brought on board  
his head and skin. soon after 2d mate and a gang of 8 started for fish cove on a fishing crew  
lion. all the rest of us remained on board all day. shortly after dark the gang returned having  
visited the lagoon for fish cove and police. 1st mate catching 3 turtle fish although they  
fished over all the old fishing grounds, but found no live snappers. Monday 2d mate  
and a gang went up the lagoon cutting wood soon after mate and our boat crew started  
on plain course. visited the wood choppers, had an apple roast, then up towards the mud  
got more grain. the crew came up to wood choppers while we were there  
Capt went on board first, we next and 2d mate immediately after arriving at sundown  
in the evening, reached a large fire to the leeward at the old lagoon. 2d mate  
mate having left a bag of bread at ranch. determined to send a boat down next morning  
Tuesday morning at 14. A. M. 2d mate and crew visited the fire and returned in the  
middle of forenoon bringing Mr. Davis 2d mate. Bowditch formerly had a schooner  
here and passed from Oahu. schooner out on a cruise he stopped to rest. schooner  
out on a cruise from Oahu. schooner had there and gone back  
the schooner caught bullocks also reported small schooner with fowls in  
they had sold her to old Portuguese. schooner started to be a net and to capture  
about 6 o'clock one out of riding tier found nothing but sweat. so stored bag. finished at  
noon. and after the mate and Bailey went hunting for deer. they saw one got none &  
returned at night. Pope and myself with mate crew went in midday for up several lagoon  
got one turtle. had a roast and got waters at hour after dark. Wednesday started  
for the morning before breakfast and hoisted ship. by 10 o'clock I was in length towards the  
wood lagoon after breakfast. boat went in wood. 2d mate, Capt Davis with our boat  
also Pope with his. we set Captain and Bailey ashore to lagoon hunting. with the understanding  
in to have a boat in afternoon by sundown. We got off our boat 2d. others two each. a  
fire was raised at the old lagoon. and mate Davis and myself started. reaching about  
day about 3. P. M. with strong sea breeze. found Comanche Romaldo in horn for lots  
dogs two bullocks and three horses. place looked natural. horn for ranch with  
towards night and we stopped until 2 next morning. all then turned out  
killed one bullock and put them both in boat. small ones. sat quite. then started for ship  
about half past three or four. bringing Romaldo and Comanche. arriving on board soon  
after sunrise Thur. morning. found things in a devil of a shape. Capt (Mad. had all  
out, two boats in after night. they had letted off but one load each after we left on the  
3d. mate then went out fishing and stayed till night. Pope had a boat for the old man at the  
down. he groaned said he had orders to be in there before there he was. they got out  
all got on board by 10. Cap. saw the wood get off more wood next day. I missed  
when a boy. going the rump. Thur. we all three boats went at 10 and brought  
all the wood. six boat loads. were stored in all down in the day. then turned back and  
Crew went in cutting for the up lagoon. 2d mate found only one breaking out stop down



board by line cut and lost fish. But skin chaser just picked one, last half past one  
P.M. from home washed in the black. plenty caught round. nearly calm  
in the afternoon. nearly calm all the afternoon.

Saturday 29th 1856. There was calm also in  
the afternoon light breeze from S.W. and cloudy with very light rain. appear  
ing usually at night took in studding sails. watches employed through day. mynet  
butter. And 1/2 of Sunday. strong E.S.E. all day. Night light rain, and light breeze  
Monday fresh breeze from W.W. which hauled to S.W. before noon and  
there continued the run and in the day. the day was cloudy and much rain  
fell in the forenoon ship steering E.S.E. under all drabin sail. being obliged  
to haul in the studding sails when the wind hauled. commenced sailing  
Alph at 6 P.M. worked through the rain, dark work and finished at 2 P.M.  
about 3 1/2 bbls of oil. The night was very rainy, and equally from S.W. the  
light sails were all taken in and fore 1/2 of the fore topmast was dark reefed.  
Course E.S.E. all the time. Saw a few birds. No. 2. Afternoon. nothing  
that night strong steady breeze doubt reefed main topmast hauled up mainsail  
and chamber and hauled down jib. morning a fresh breeze from S.W. with  
with much rain. steering E by S. in the forenoon. E. in S. in the afternoon under  
topmast dunched and jib. weather cloudy but no rain. night breeze fresh from  
S. steering E in S. at 10 o'clock topmast splinter. weather very light drizzling rain  
and cloudy. at 12 o'clock watch employed afternoon patching. fore rigging partly rather  
of dunes. Then the E.S.E. steady breeze from the southward all the time. ship close  
hauled head in from E by S. to E.S.E. under all drabin sail. weather during the  
time pleasant. saw several phals of porpoise. but no whales or black fish. sailors very bu-  
sy all the time employed rather down byrigging rigging, and patching rather on other rig-  
ging. making masts, seizing studding and fitting rigging generally on various parts of the  
ship. Sailed at 8 P.M. my goat had three kids.

Sunday Nov. 30th. fresh breeze from S. all day  
ship heading E.S.E. under whole topmast, covered main top, gullard sail to E. nothing  
going on. through the night heading S. by E. wind S. by W. Monday fresh  
breeze from S. heading S. by E. nothing going on. on Tuesday went on heading  
E.S.E. at night took in light sails. breeze fresh but on Wednesday morning set them again.  
Wednesday light breeze from the S. heading E.S.E. under all sail. but little business  
done on board. saw conger eel several and several turtle and at 3 P.M. the whale  
lobered in waist B. and caught a large herring. night fresh breeze from S. by W.  
heading S.E. by E. took in light sail. Thursday fresh breeze from S. by W. heading S.E. by  
E. nothing going on. saw a humpback just at daylight. night heading S.E. made all sail  
from breeze from S.W. Friday light breeze from S.W. heading S.E. under all  
drabin sail. many ship jacks and have been few on preceding day. of the breeze S.  
several were caught. water in forenoon very much rising stuff afternoon nothing going  
on but fishing. at night steering S.E. by E. before white with wind from S.W. by W. but  
in first watch wind hauled to S.W. and took ship heading to W. about 10 P.M. and  
soon knocked her off W. N.W. and at 2 A.M. gone. night drizzling ship heading S. by E.  
and breeze S.W. by W. Saturday heading S. by E. wind from S.W. by S. nearly all day. went  
night from S.W. by W. started a netch maker, seizing stuff but not with the day  
grouper, conger eel, and in the forenoon caught a halibut all these that sharks had  
killed. weighed over 300 with tail head weigh 43 lbs. rather very small for the  
size of the fish.

Sunday Dec. 1st. last night breeze from  
S.W. ship heading S. by E. under all sail. at midnight took ship heading S.W.  
at 3 A.M. a fair tacked heading to the S. by E. from S. W. by S. at about  
10 A.M. raised the coast. made a small haul. saw a shark. about 10 miles  
ship soon after fell off the coast. in morning I took ship heading to the S. by E. at 12 P.M.  
raised a small netch maker, seizing stuff but not with the day  
grouper, conger eel, and in the forenoon caught a halibut all these that sharks had  
killed. weighed over 300 with tail head weigh 43 lbs. rather very small for the  
size of the fish.



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*[The following text is extremely faint and largely illegible due to fading and bleed-through from the reverse side of the page. It appears to be a journal entry or letter.]*



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Friday Dec. 2<sup>nd</sup>. rained some. Clear

[illegible]















nothing to be seen. mid night rain gust to with wind from the S. E. mod. N. E.  
Mrs. Strong breeze from S. E. Calda head S. N. E. whole topsails and courses  
weather quite pleasant. night wind shifted to E. S. E. knocked her off N. E. then at 2.0 A.M.  
wore ship heading S. breeze light under whole courses and courses weather little clear  
with occasional rain. 4.0 A.M. light breeze sprang up from N. W. W. cleared S. E. all sail some light rain  
breeze freshened about P.M. hauled to the W. N. W. pleasant. night strong  
breeze squally and rainy first watch from the S.W. stern. E. S. E. somewhat  
double reefed topsails and foresail 2.0 A.M. and cold mid watch very  
strong breeze from the S. S. W. last watch gale fresh from S. till  
5.0 A.M. took in foretopsail. foresail close reefed mainmast hauled  
to head E. S. E. very cold. began to rain. 10.0 A.M. W. S. E. clear at P.M. steered S. E. E.  
a. on fresh gale from the S. W. head E. S. E. pleasant. P.M. steered S. E. E.  
breeze strong from S. W. by S. set reefed foresail at 3.0 P.M. later made sail of  
two double reefed topsails and foresail. night first watch moderate  
breeze set fore topsail for a squall that did not come. mid watch reefed  
double reefed again. steered S. E. E. and light from S. W. by S. heavy small  
considerable rain pretty cool disagreeable. shipped two or three fresh heavy seas  
about 7.0 A.M. parted upper of waist boat. near carrying her away. 8.0 A.M. heavy  
and quite drifting about black running several of the sailors got good soaked  
my last watch stays night the wind hauled more to the Westward  
and was accompanied by some rain. 9.0 A.M. Steered S. E. E. with  
wind hauled to S. S. W. ship heading to S. E. set a reefed mainsail. P.M.  
under double reefs & courses strong breeze from S. E. W. heading S. E.  
at night came below in well and bed down and continued the fore  
masted copied from the watch log. Feb 7th being my next day.

Then night calm. Feb 8th light breeze sprang  
up from N. S. W. set all sail and steered S. E. by E. P.M. fresh breeze  
with squalls of fog. My own recollections distinct though I have reason  
been myself as the better of a bad cold that night. That night somewhat  
squally but in light sails & double reefed topsails, having up S. E. by E.  
Feb 8th. Moderate gale from N. W. ship steering to the S. Eastward  
pretty heavy sea running. A.M. P.M. strong breeze from N. W. shook  
out reefs and set M. S. S. sail steering S. E. by E. some fog & rain. re-  
member myself as being more in well. night calm & rainy.

Monday Feb 9th A.M. fresh  
breeze sprang up from S. E. took in light sails double reefed the topsails  
I thought I had never well remembering S. W. P.M. wind had in-  
creased to a moderate gale for S. E. with fog & rain. came to heading  
to the S. N. E. under close reefed main topsail. H. T. Staysail  
M. Spencer at sunset strong gale from S. E. by E. remember myself  
being unable to get around board with the ship in the forecabin  
to S. E. and moderate slight. the night the gale hauled  
at 3.0 A.M. wore ship to the S. S. W. gale with fresh from S. E. saw a  
big running to the N. W. P.M. gale increased again. ship under  
close sail had cross sea running. remember myself on this day as being  
well of a fever and that I was carried aft for better attention & to have  
quiet of from this date recollections in the forecabin connected. Mon-  
day night the gale moderated.

Tuesday Feb 10th. At 6.0 A.M.  
wore ship to E. N. E. set double reefed main topsails foresail later  
set whole topsails. 11.0 A.M. mainsail & staysail heading E. S. W. breeze from  
S. E. by S. squalls of fog prevalent all day. P.M. set M. S. S. sail heading  
S. E. by S. and S. E. night the wind hauled to N. W. accompanied by rain.  
Wednesday Feb 11th. A.M. wind hauled to the South  
ward again. ship heading to the Eastward fresh all sail saw a big strong  
wind N. W. P.M. calm. water long breaking out water & provisions at 4.0  
P.M. took a breeze with a squall from S. E. and coming down to



Up sails the forecastle so that at sunset it was unnecessary to take in any sail. The weather at that time looked rather black and unpropitious. The fine night gale was from N.W. & N. heading N.E. & N. with the squalls and rain.

John C. Danvers, F.R.S. 1850

Sailed the foretop sail and fore main N. E. by N. ship heading N. E. by E.  
 sea with the rugged and the weather somewhat hazy, but a breeze of N. E.  
 foretop sail on the A. S. S. and a little later the wind shifted to E. by N.  
 hearing a report of the fore top sail we started at 4 P. M. wind blew  
 to S. E. and a top so that we ought not to have come along here.  
 to the N. E. having set main sail S. E. while the sails, M. T. F. sail  
 M. T. F. sail and the foretop sail the other sails were very rainy, no sail was  
 taken in at sunset. After dark the wind shifted to E. by N. and knocked  
 us off to E. where we went along for the night. The wind shifted to S. E.  
 during the remainder of the night. The wind continued to blow  
 two points either side of N. and the ship was on different tacks  
 according.

N. R. N. E. to N. A. M. ship Tuesday Mar 8th. all day fresh breeze from  
 S. E. S. W. main top & sail off. G. B. Reading N. N. W. under a full top sail. Over-  
 board, bedding & S. E. Hall. The P. M. breeze fresh. Fresh took in  
 the M. E. S. sail & G. B. & later double reefed the fore top sail.  
 W. double reefed top sails and fore sail. Monday Mar 9th. A. M. fresh  
 breeze from S. W. ship heading E. N. E. under double reefed top sail.  
 & courses same. Sailed all day. P. M. heading N. E. & E. wind  
 from N. E. N. continued same until mid watch in the night  
 when it freshed up a little and in the last watch came down  
 to double reefed top sails & fore sail. Name and signal from N.  
 N. W. Tuesday Mar 10th. day opened

very rain with heavy squalls from N.W. at 6 P.M. cleared  
of the Gore topsail and let it have about 8 A.M. it be-  
came calm and continued pleasant for several hours. Sailing fine set  
a double reefed fore topsail, main sail and jib ready to  
start. At 1 P.M. wind hauled to W. & E. P.M. very  
fine hauling gradually (moderately the while) through S. & S.E.  
E. & on after which (at about 1 P.M.) died away calm whole day  
sails were set in the course of the P.M. through the day  
calm and rainy, but toward morning taken. Light breeze  
from S. & S.W. & steered N. by N. setting all sail.

From P. D. N. W. steered N. E. by N. setting all sail  
 (U. M.) From P. D. E. steering N. E. by N. under all  
 (U. M.) sails not hoisted. On night breeze from N. E. & E.  
 heavy, steering same with same sail set. Night breeze  
 shifted to E. blowing very light. Ship heading N. N. E.  
 (U. M.) Thursday Mar 12th. Breeze light  
 from N. W. weather very raw, steering N. E. by N. under all sail.  
 (U. M.) P. M. nearly calm all the afternoon; N. W. breeze light  
 and fluctuating with frequent calm. Course N. E. by N. Toward  
 morning rain commenced falling. A light rain shower

morning rain commenced falling  
Friday Mar 13<sup>th</sup> This day broke with furious showers of  
rain, which however ceased before 10 O'Clock A.M. and thro' the fore-  
noon, a light breeze sprang up from S. and in the afternoon continuing pleasant all day with  
N.E. breeze from S. and fresh breeze from a right S.W. sea. Two or 3 times  
thru' the day, for the past day or two, as well as the day before yesterday  
the ship had set her bowsprit, also the several masts, but have  
not yet been able to get up along on a N.E. direction. Great difficulty  
at night was experienced to N.E. and was quite fresh until morning  
ship heading N.W. under all standing sail.



We took in light sails & double reefed the topsails ship steering to the North  
ward at daylight had shed away a heavy swell and running from  
the N. and a strong fog continued all day at 3 P.M. with a light breeze  
from N.W. and under full drawing sails altered off to sea a ship heading to the  
Southward during the afternoon the afternoon the wind shifted to the North  
and smalls parted at 8 P.M. it was blowing a heavy gale from N.W. and  
we were going to under a good wind and many things continued  
& many things heading to the Eastward some of the things continued  
there the night.

Saturday Feb 21st at 4 A.M.  
the gale of the night moderated and setting all sail we steered  
to N. a light breeze from S. continued then the forenoon P.M. the  
wind shifted to N.W. ship heading N.E. Night fresh squalls from the  
N.W. came down to double reefed topsails and fore sail strong breeze  
all night.

Sunday Feb 22d. at 7 O.M. the breeze from N.W.  
had moderated so that all drawing sail was set and we steered  
to the N.W. with heavy swell running from the Northward. P.M. calm  
with S. B. in the evening a light breeze sprang up from the Westward  
and we stood to the light and night light breeze again ship on  
S.W. and at the end of the day it was as this day that with the breeze  
from once more increased & both spray and the lightning of our once  
gave place to the calmness in all at times still calm and clear  
good the change was to the gratifying in the evening the forenoon  
appeared to be the beginning which had been 14 days through the  
left altogether the forenoon and felt a great change of the day during the  
forenoon part of the forenoon 14 days passed off whilst we were  
in the North of the Cape many of the things of our day were  
and to me by my shipmate were recollected a sail as the series  
incidents that had occurred during our passage round the Cape  
such as the sight of vessels &c. but that was less and less the  
things were altogether so unconnected that I can tell you on  
regular of late of circumstances during my all news.

Monday Feb 23d. at 10 P.M. strong breeze from the Westward ship heading  
N.W. under whole topsails courses &c. P.M. breeze light from S.W. & steady  
N.W. under all sail night breeze fresh & same state of things continued

Tuesday Feb 24th. A.M. wind hauled to N.N.E. heading N.W. under  
all sail P.M. breeze light & weather hazy at sunset shortened sail for evening  
breeze to double reefed topsails and fore sail and laid to the wind thro the  
the night.

Wednesday Feb 25th. at daylight set all sail  
and with a light breeze from N.W. stood N.N.E. at 10 P.M. wind hauled  
to N.N. N. went down to N.E. saw a Bark steering N. P.M. thick  
fog & fresh breeze from N.W. heading N.N.E. took in the light sails at 8 P.M.  
set shortened sail to a double reefed main topsail fore sail, 1st spancer and  
2d staysail laying to the wind thro the night in fresh breeze and rainy  
weather wind hauled to S.W. in the night.

Thursday Feb 26th. at daylight set all sail and with a light breeze from  
N.W. stood N.N.E. at 10 P.M. wind hauled to N.N. N. went down to N.E. saw a Bark steering N. P.M. thick  
fog & fresh breeze from N.W. heading N.N.E. took in the light sails at 8 P.M.  
set shortened sail to a double reefed main topsail fore sail, 1st spancer and  
2d staysail laying to the wind thro the night in fresh breeze and rainy  
weather wind hauled to S.W. in the night.

Friday Feb 27th. here commenced my own journal  
again. met the pleasant all day in the morning with whole topsails courses &c.  
heading N.E. by N. breeze fresh from N.W. by N. and increasing double reefed the  
fore sail A.M. and P.M. came down to a double reefed main topsail & pressed  
night going to under the same sail and same breeze as in the day.

Saturday Feb 28th. fresh breeze from N.W. by N. N.N.E. by N. all day  
in the morning made sail to double reefed topsails courses &c. set all sails  
at 10 P.M. a heavy wind under this sail all day after. Ship heading N.W.  
and N.E. by N. steering N.E. by N. the wind would permit at night short-  
ened sail to double reefed main topsail & fore sail and the same wind  
which wind hauled to the Southward set double reefed fore topsail & steered N.W.



viewed to my two crews. This week either hump backs or fin backs were seen  
and every day of this week, also the week destruction of two of the turtle family by  
the butchers knife and only now remaining on board which are since then  
alone has destroyed the last two chickens killed the other side of the  
bow by a hen obtained in Thunke on our first visit the first of these  
two chickens was injured off Cape Horn so that it died leaving no more  
with the stock for future use. Two pig, few geese are run and a rooster  
quite a variety of goats sufficient.

Sunday Mar 1st 1857, in the morning set all  
sail and with very pleasant weather and a fresh breeze from N. & N. E. steered  
off N. P. M. and sailed to E. by S. at 4.00 P. M. sail staysails: steered  
N. & N. E. all the day. At night shortened sail to double reefed  
topsails & foresail but at 12 M. all night and being path of fresh

Monday Mar 2nd, in the morning  
set whole topsails, mainsail, jib, & spanker and M. S. sail sailing with  
a fresh breeze from E. N. E. weather foggy & unpleasant all day light  
was falling in the P. M. shortly after noon the wind had hauled gradually to  
N. E. by N. and at 3. P. M. went about heading E. by S. breeze then very light  
in the morning of this day a breeze was seen but it was not ascertained what  
caused it, shortly after the 2nd mate lowered for a sea of fish which after  
quite a chase brought to no effect in capturing. Just before sunset the  
weather became clear and the wind hauled to N. W. blowing a light  
breeze. Stopped off N. E. shortening sail at sunset to double reefed topsails &  
foresail but maintaining on our course N. E.

Tuesday Mar 3rd, looks clear and pleasant  
with a light breeze from N. W. at 10.00 P. M. saw something which was at first supposed  
to be a school of sperm whales and as they remained down, seeing  
an hour with an excitement prevailed during this time but at last  
not finding they were ascertained to be dolphins and keeping off on our  
course we again changed course shortly after the wind hauled to N. W.  
steered off E. by S. On this day after being about 20 days I got in sight  
for the first time with the air was mild & warm, and became and revealed  
old ocean bottom, saw more cheering look to weather on the  
occurrence E. & S. filled up with big birds. The night took in sail to  
double reefed topsails and foresail steering E. by N. breeze fresh  
from N. W. through the night.

Wednesday Mar 4th  
in the morning set the mainsail, jib & spanker steering E. by N.  
with a strong breeze from N. W. rough sea and pleasant weather. P. M.  
the breeze moderated, set whole topsails & hauled up N. E. by N.  
before night died away calm and remained so for several hours at sunset  
back on the light S. sails to double reefed the topsails. Soon after a light  
breeze sprang up from E. & S. E. steered N. E. by N. the night breeze light  
and fluctuating nearly calm some of the time. about mid of this the prospects  
as came under the land but were allowed to pass unobserved.

Thursday Mar 5th, in the morning set all sail and  
steering N. W. and at 10.00 A. M. all sail set and off  
a light breeze was blowing from N. W. and at 1.00 P. M. breeze light from N. having gradually  
hauled to that point was headed E. N. E. at sunset shortened sail to  
double reefed topsails & foresail. After the night the wind hauled  
to N. W. and breeze up a little fresh heading N. E.

Friday Mar 6th, in the morning set whole topsails  
and with a fresh breeze from N. W. steered N. E. weather fine  
what equally and again but in the A. M. it cleared away a light breeze  
heading to N. by N. fresh breeze double reefed the topsails heading N. E. by E.  
P. M. strong breeze from N. ship heading E. N. E. calm down to double reefed



whole top sails courses & close reefed. At 1 P.M. a ship standing N.W. (right light) close hauled on the starboard side. Feb 12th. A.M. wind hauled to N.E. & a squall from W. with rain. Steering E. under all sail. Large swell running from S.W. right squally & strong breeze took by night and Rumble reefed the topsails. Sunday Feb 13th

A.M. fresh breeze from W. set while spritsail and M. & J. sail steering E. & E. P.M. fresh breeze steering E. saw a bark steering same right wind hauled to N.W. passed a ship standing to S.E. in which took to S.E. sail and double reefed the topsails. At 1 P.M. wind increased and at noon was blowing a moderate gale ship steering off E. under double reefed topsails & foresail. P.M. wind hauled to W. and blew in heavy squalls. Crew lay to close reefed main topsail & foresail steering E. & N. by the beam sea and some water shipped. Beyond night took in the main topsail & foresail and luffed to the wind. Sunday fore topsail stay sail & main spencer. Weathering the gale. At 7 P.M. set a goose winged main topsail. At night blew a fresh heavy gale and bad sea threatening ship heading to the Southward.

Sunday Feb 15th. A.M. moderate gale from W. going to intensify. A.M. after getting double reefed topsails & foresail steered off E. & N. E. ship arrived in sight at 7 A.M. ran across our starboard and spoke us changing our main top gallant sail part of the light ropes as she left. The ship was of San Juan bound home, but conversation of account could be understood at such a fine longitude. They were armed and nearly agreed. The A was steering E. & N. E. The gale moderated considerably but a heavy swell continued to run. Things were quiet until 1 P.M. at 2 P.M. the main top & sail was set over the main topsail in light breeze. At 4 P.M. moderate at 3 A.M. the ground hauled to N.W. and rain & heavy squalls set in. took in M. & J. sail & close reefed the topsails steering E. & N. E.

Monday Feb 16th. A.M. weather calm & strong sun clear. P.M. wind hauled to W. and blew in squalls. Ship steering off E. & N. E. & E. under close reefed topsails & foresail. At 1 P.M. saw a ship steering to the Southward. At sunset the gale began to moderate. Set double reefed topsails. At 1 P.M. fresh breeze from the Westward. A.M. strong breeze from N.W. took in the light sails & double reefed the fore topsail weather thick & hazy. at 9 P.M. took a heavy squall from N.W. took in sail to a close reefed main topsail & J. topsail and M. Spencer. coming to the wind at this time. in an hour or two it was calm about midnight took a light breeze from S.W. with which receded off to the N.E. Eastward. This continued the remainder of the night.

Tuesday Feb 17th. at 10 A.M. a fresh breeze was blowing from N.N.W. accompanied by hazy weather but later in the forenoon fresh breeze from N.N.W. prevailed and with those under all sail we were steering N.E. & E. P.M. wind fresh from the Westward thick & hazy steering N.E. & N. at 9 P.M. took in M. & J. sail and hauled up N. & E. at 4 P.M. hauled up N. night calm hauled to N.W. & E. accompanied by fresh N.W. steering N. under all sail. P.M. same weather & fresh breeze. saw six barrels several bunches of sheep. night wind hauled to the Southward. Feb 20th. A.M. fresh breeze from S.W. fresh and then



N.E. ship steering N.W. 1/4 N. small raised topsails  
nothing much going on at all in gentle pleasant sea pretty rough  
at 10 P.M. the wind changed and the ship was driven back to the  
N.W. 1/4 N. and the weather was better than the day

Friday April 12th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Saturday April 13th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Sunday April 14th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Monday April 15th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Tuesday April 16th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Wednesday April 17th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Thursday April 18th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Friday April 19th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Saturday April 20th 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Sunday April 21st 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Monday April 22nd 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from

Tuesday April 23rd 1857. Fresh breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from  
N.E. ship steering N.W. 1/4 N. under all sail. Light breeze from



Sunday, Mar 22d A. M. as a breeze from N. E. heading N. W. took in on. t. g. sail. P. M. breeze from N. W. to N. E. heading from N. E. to N. W. E. & E. the wind continued through the same N. E. W. heading Monday Mar 23d A. M. light breeze from N. W. cleared N. E. under all sail P. M. breeze hauled steering N. N. E. later in the night wind hauled to S. E. and blew strong & squally; thus we took for the S. E. trades. Sketched buoy & other blocks etc.

Tuesday Mar 24th Strong winds from S. E. all day (supposed trades) and cloudy, with a little rain in the P. M. took in sail to double reefed topsails and courses steering N. N. E.; ran a bark standing to the S. N. Night, but the trades; they continued steering with squalls of rain until near morning, then moderating, hauled to N. E.

Wednesday Mar 25th light breezes from E. & E. mostly all day with light wind and rain. Squalls very strong. Toward night wind hauled more to the S. steering N. and N. E. thru the day. P. M. saw a ship standing to the N. Night, wind from S. E. steering N. E. under all sail.

Thursday Mar 26th light breeze all day, varying from E. to N. E. mostly from E. N. E. steer N. E. W. P. M. saw two sails both standing N. Night light breeze from E. by N.

Friday Mar 27th light breeze from the eastward all day steer N. E. W. all sail. A bright windward in morning N. E. On a bark passed to leeward standing to the S. P. M. saw a sail steering to the S. E. steering N. E. W. rigging. Night light breeze from E. S. E. steering N. E. W.

Saturday Mar 28th the west trades all day from E. S. E. steering N. E. under all sail. Having also rigged out a junk that sail for the first time. Since carrying a way the long iron. Watched busy rigging. Rigged up two sails in the morning both standing to the S. W. in the first patch of dark a vessel passed in sight of us some distance to windward standing to the S. W. carrying a light overboard also showing a red light in rigging. Trades continued fresh. In the night steering N. E. W. and set standing sails. Name of vessel not known.

Sunday Mar 29th Fresh trades from E. and N. E. all day steering N. E. W. at 6 P. M. under all sail. Had a accident. Carried away fore dunn sail, boom sail, top sail, and fore top sail. Took in the fore top sail, later set them again. Saw three sails N. W. two standing to S. W. one to N. E. S. E. W. in the night steering N. E. W. under all sail.

Monday Mar 30th light breeze from E. S. E. steering N. E. W. under all sail. Night breeze from E. S. E. steering N. E. W. under all sail. The day trades light from E. S. E. steering N. E. W. under all sail. P. M. saw a bark standing to the N. W. Night continuing the same.

Tuesday Mar 31st light breeze from E. S. E. steering N. E. W. under all sail. Night breeze from E. S. E. steering N. E. W. under all sail. The day trades light from E. S. E. steering N. E. W. under all sail. P. M. saw a bark standing to the N. W. Night continuing the same. On the 31st, crossing our stern, the other vessel began to lose the windward to the S. E. and crossing our bow about 6 P. M. when the end mate lowered a boat from board and soon returned bringing papers for the ship. Letters to be sent home and reporting the vessel as the bark. Much work was







14th. On Thursday, May 14th, A.M. fresh breeze from N.E. heading N.W. in the morning at 9 A.M. packed 12 E. and took in light sails. At 1 P.M. ship came up to E. and fresh from N.E. and we were very pleasant. Saw porpoises three ahead of us. About 3 o'clock manufacturing has been the principal business of both Calapagos for the week past. Quits for the bread and squalls from N.W. heading E. took in M. & G. sail & double reefed the topsails.

Sunday Mar 15th 1857. Strong breeze from N.W. all day ship heading E. & N. under double reefed topsails, copper job, & sparker. Passed a whaling bark steering N.W. early in the morning. Night strong breeze & squalls from N.W. to N. heading from N.E. to E. N. & G. & sparker.

Monday Mar 16th. A.M. strong breeze from N.W. heading E. & N.E. set jib & sparker. P.M. breeze from N.W. heading N.E. & E. some little rain thro' the day, saw a Junco. Night set in squalls 1st. with wind & rain from the N.W. & W. cleared up & hauled down some but in evening rain squall at 4 P.M. Wind hauled to N.W. & W. and we steered N.W. night continued with squalls, mostly of rain wind moderately gradually & sail made accordingly.

Tuesday Mar 17th. Fresh breeze from W. & N. all day. Steering N.E. by N. under all sail, stud. sails not set. Were pleasant. Night wind hauled to S.W. and continued fresh. Steering N.E. by E.

Wed. Mar. 18th. Light breeze, varying from S.W. & W. to S.W. & N. steering N.E. by N. & E. by N. & E. by N. & E. by N. & E. by N. a bark on sight standing to the N.E. night, wind fresh from S.W. & N. steering N.E. by N. under all sail.

Thurs. Mar. 19th. A.M. fresh breeze from S.W. & N. under all sail steering N.E. by N. P.M. breeze from S.W. & N. same course. Took in stud. sails and in so doing carried away the iron on fore yard. Saw a sail in the dawn, supposed to be the same vessel predicted in day. Weather very fine commenced to refit the men rigging such as tarred, and all other necessary repairs. Night wind failed & continued light and fluctuating.

Friday Mar. 20th. In the morning a light breeze set in from S.W. & N. & continued all day ship steering N.E. by N. under all sail. Began all day breaking out water to take an inventory of provisions. Night, breeze passed on the fore reefing the.

Saturday, Mar 21st. In the morning, calm and pleasant. Two sails on sight 1st. M. took a light breeze from N.W. & one sail was seen made out to sea ship the other a brig. Both bound to the S.E. & both merchantmen. Was desired to speak the ship but she passed at some distance & the boat then came along to windward steering a little free, her prefix signified ascertaining her to be French, serving as a pilot. Made lowered and paid her a visit about 11 A.M. & returned at 1 P.M. reported here. The Vidal of Marcellus from Lyons to Hong Kong in sight also of the same place with some passengers after first returned stood to the S. & west of the P.M. and at 4 P.M. raised a bark passed near side and her, she was Spanish bound to S.E. & P.M. raised two more sails ahead standing to S.E. and passing some distance to windward of the Calapagos. Saw two more merchant barks, names unknown. Night fresh breeze from N.W. to N.W. heading from E. & N.E. to N.W. in the light sails.



calm continued until 12 M. N. when a light breeze sprang up from S. Steer N. N. W. all sail set. Weather extremely pleasant all the time. Saw a fair bank and porpoises and for the morning being down for the cash, we pulled, mate dished a cake but did not eat him.

Monday May 4th. Steer N. by N. W. under all sail. Saw 4 sails bound to the N. E. Light land in evening both in stud & sails main mast & main sail.

Tuesday, May 5th. Steer from the S. E. & E. in morning foggy in squalls. at 8 A. M. raised a schooner ahead run for her showed longitude hers 72.38, ours 71.30 says a young one, of her she was the Gene and left schooner Arcus of Washington bound for the Eastward. After speaking her kept off N. under one top sail, 2 top gaff sails. Much larger vessel about Gulf stream her longitude put us into Northern edge but no change in temperature has so far been observed. Water hot about 60° Fahrenheit weather chilly, called men down from mast head slight squalls. Cater with the day pleasant weather but none to me ahead, steering N. under a whole. Porpoises & M. T. Seal seen from night to day moderated considerably. Made all night sail. Steering N.

Wednesday May 6th. Steer from S. in the morning, steering N. E. & E. these breezes soon hauled to W. and N. W. brooking us off to N. E. for a while but later in the day had very light breeze from S. again steering N. all day. P. M. rounded twice on bottom at 96 fathoms. Saw plenty porpoises and a school of black fish for a while did not lower, did not show below. Night very light. Steer all morning steering N. heard shot was called black fish. Shortly close by. Weather pretty cool. Water ditto on board. Evidently sea was very green.

Thursday May 7th. Very light breeze this the day water perfectly smooth and ship bare. Breeze then the water steep. N. until 4 P. M. then kept off N. E. by N. all sail set. Mirages in the morning turning ship every way plenty sails in sight all day. Some times 10 M. 18 were in sight, most bound to the Eastward some however now the other way, probably to from York. A. M. passed over and signalled a bark name unknown. Sounded in A. M. on bottom at 70 fathoms. P. M. saw black fish 16 & 20 & 20 mates and Davis found did not strike the same on board. Sounded 2 P. M. inside of skipper sounded found 45 fathoms water & yellow sand. W. R. D. M. again bottom at 45 fathoms dark sand & gravel. Night light and from N. W. ship creased up some and water gold and took in light sails, wind hauled to N. by E. for a while heading N. then to N. W. hauled to the N. N. W. head day N. E. first packet sounded at 4 fathoms.

Friday May 8th. In the morning light breeze from the Northward heady off N. E. Saw several small craft at about 7 A. M. Sounded in 40 fathoms. At 8 the schooner Admiral Blake of Sippican ran across our stern. Sounded as spoke her she reported herself 24 hours out of New York. Bearing N. E. distant 6 miles. Passing on board. Sounded light on the Starboard back heady a breeze from N. W. thought in few hours then still came on. Near noon a light breeze came and steered off N. by E. & many raised anchor at 1 P. M. very about 8 M. at some place plant and kept in sight. Some again more going to E. for P. M. about 4, ran



Monday Apr 24th 1857. Light breeze from S.E. & E. to P.E. & S. and pleasant & strong N.W. under all sail. Saw five sails, but bound to the Westward.

Tuesday Apr 25th. Fresh breeze from S.E. & E. to S. steering N.W. all sail. Saw a sail bound to the Westward. Got up by gun and cleared it. Saw a little fish back close to mate. Started by gun into breeze. He started. 25th. P.M. fresh breeze from S.E. & E. steering gradually to the Eastward. P.M. fresh breeze from N.W. with all sail out. P.M. wind hauled round through N.W. to S.W. Came up very squally with much rain. Knocking us off to S.W. & brought in all light sails and clewed down to trails. Hauled up covers & so forth. Squalls which consisted chiefly of rain & squalls, but in a way that they this lasted for a couple of hours or so then the rain cleared falling and we had a strong breeze from N.E. with a high state N.W. and before 10 P.M. were under the reefed T.T. soon after reefed the main. Night pretty much clear & breeze from N.E. & N. steering N.W. under double reefed to trails and courses. Much gulf weed passed on this and the preceding days.

Wednesday Apr 26th 1857. Fresh breeze from N.E. & E.N.E. steering N.W. all day. Saw a sail bound to the Westward night cloudy but all light sail, water calm. Wind from N.E.

Thursday Apr 27th. Fresh breeze from E.N.E. to E. steering N.W. with every rag at very pleasant day. Night fresh breeze from E. & E. Mate off duty sick. Skipper heading our watch. Gulf weed in sight as usual. Breeze from E. to P.E. steering N.W. under all sail but little going down. Broke out the fore & main. Night moderate breeze from E. & N.W. had a little row, pitched in, mate parted with this was in the evening.

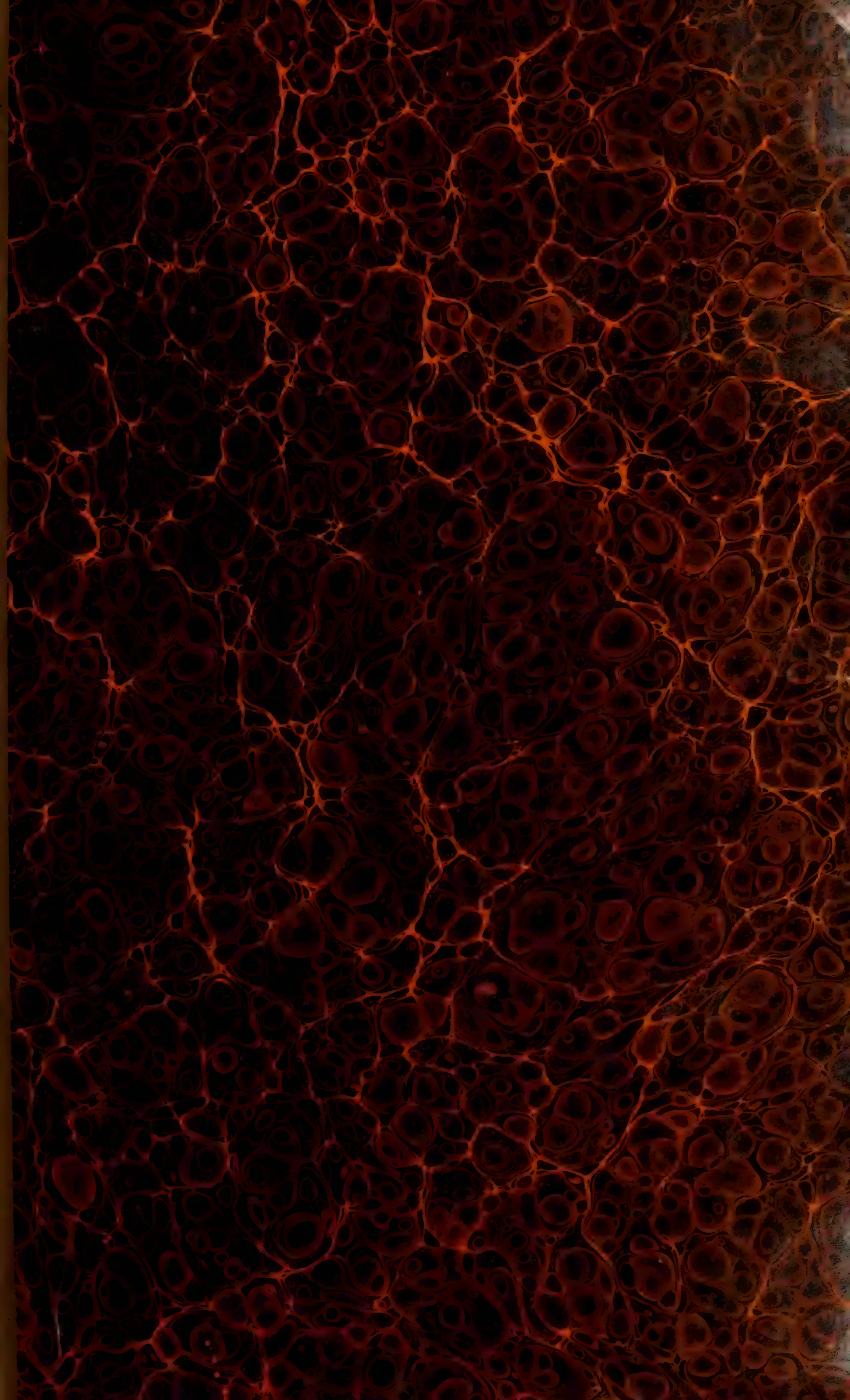
Friday Apr 28th. Light breeze from P.E. to S.E. steering N.W. & N. under all drawing sail. In the morning saw an old tub of a bark merchant bound to the N.E. Saw porpoises thro the day. Clewed all the craft and P.M. sent down repaired, and bent the mainsail. Night wind hauled to S.E. steering N.W. & N. for a while. Very pleasant weather; gulf weed getting less plenty than heretofore.

Saturday Apr 29th 1857. Light breeze from S.E. & E. steering N.W. & N. under all sail. Saw three or four brief all bound to N.E. P.M. wind hauled to the N.W. ship heading to W. Saw a double top sail bark standing to the E. Night breeze from N.E. & heading N.W. & N. all sail. Course, N.N.W. from N.E. to P.N.E. steering N.N.W. & N. in the morning. P.M. saw a bark bound to the S.E. Saw also a fin back and four gulf weed. Weather getting pretty calm. Night breeze moderate from E. & S. steering N.W. & N. under the reefs out of the topsails.

Sunday May 1st. Very light breeze from the S.E. steering N.W. & N. under all drawing sail. Saw a fin back and two sail standing to the N.E. & Eastward. Shortly after P.M. tied away, calm and remained so all night. Killed the last pig on Saturday.

Monday May 2nd. No wind, a calm all day ship barely moving through the water with air from S.E. & S.W. but in the morning saw a bark as was supposed to be a distance, covered and going but to be an empty bark with many clams attached and fish swimming about it on board! but found nothing indicating where it came from. Saw that it was an oil fish. Then ships of the preceding day in sight all day. P.M. lowered the mat die, and caught a loggerhead turtle.







Old Dartmouth



Historical Society















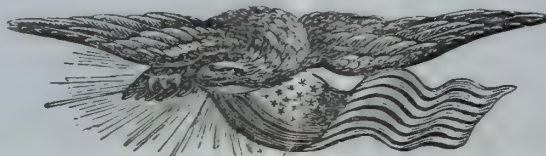








# PROTECTION.



UNITED STATES OF AMERICA.

State of Massachusetts.

No. 1456

District of New Bedford.

I, CHARLES B. H. FESSENDEN, Collector of the District aforesaid,  
Do hereby Certify, That *William M. Nelson*  
an AMERICAN SEAMAN, aged *15* years, or thereabouts, of the height  
of *5* feet *6* inches, *dark* complexion, *dark* hair, *gray* eyes,  
born at *New Bedford*  
*Massachusetts*

has this day produced to me proof in the manner directed in the Act entitled  
"An Act for the relief and protection of American Seamen," and pursuant to  
the said Act, I do hereby Certify, That the said *William M. Nelson*  
is a Citizen of the United States of America.

In Witness Whereof, I have hereunto set my Hand and Seal  
of Office, this *29<sup>th</sup>* day of *Feb*,  
in the year of our Lord one thousand eight hundred and  
fifty- *five*

*C. B. H. Fessenden* Collector.



A Complete Diary of a Three  
Year Whaling Cruise in  
the Bark "Arcturion" - Out of  
New Bedford in 1833 -  
Capt. by -

William Mitchell Wilson -  
Born in New Bedford Sept. 12, 1838.  
Son of Ebenezer L. Wilson Captain  
of the "Admiral" - Out of  
New Bedford in 1836 -

Presented to the Borne Whaling Museum  
at New Bedford, Mass by his daughter  
Miss Anna Wilson Higginson  
July 15<sup>th</sup> 1927 -



# The First Cruise.

or the passage from

## Fairhaven to Talcahuano.

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Saturday October 8th 1853.

Nearly a week has now elapsed since the "Arab" took us from home, friends and happy scenes to bear us off to foreign climes and initiate us into the mysteries of the sublime science of whaling. But as circumstances narrated in the order of their occurrence are more easily comprehended, the day of our departure will be the most proper one to commence with; this was Monday Oct. 3d. On that day at 9 o'clock A. M. the captain, officers, and several of the crew, including myself, together with a few friends belonging on shore, left the wharf at Fairhaven in the pilot boat; the "Arab" was then lying in the stream, a few minutes transported us to her deck and she was then all ready for sea. The anchor was accordingly hove up, sails loosed and sheet hauled home and at 10 o'clock A. M. we were standing down Buzzards Bay with a fresh breeze from N. W. with the dunnity spread aloft and a few familiar scenes were fast receding and at noon the pilot's duties being over he and all our shore friends left us to the mercy of the "winds and waters". By this time many lengthened whales were visible, and as nearly all the foremast hands were for the first time at sea not a few might have been observed leaning over the rail, gazing intently into the water, and very frequently giving evidence that their stow-aways were in a bad state, in a manner that was perfectly convincing, I was not excepted from this class of spectators.



# The departure from Buzzards Bay.

although not so badly afflicted as others. In some the horrors of sea sickness were depicted to perfection. Monday afternoon and night we were steering S. E. by E. being obliged to double reef to sails in the intermediate time. Watches were regulated on Monday afternoon and I was chosen in the Starboard or water watch. At 5 o'clock P.M. Monday, passed Normans Head, which was then bearing E. N. E. judged to be distant about 15 miles. This I remember only as a low blue streak, appearing to me unperceived vision like a cloud in the horizon. On Tuesday morning we found ourselves in reality on the "ocean wave", no indications of land being visible: a light breeze attended us through the day which would lay on W. by S. to S. E. the reefs were struck out of the topsails and the top gallensails set, and at 4 o'clock P.M. we kept off S. E. by E. Wednesday, the wind veered to the southward and began to increase gradually at night obliging us to come down to double reefed topsails again and Thursday with a strong breeze from the Westward, we were running to the E. S. E. under double reefed topsails. Friday (Friday) under close reefed top sails, we were steering the same course with a much stronger breeze. This breeze since moderated in force and led to the N. N. E. and at the present time, the Watch shows whole topsails and courses and finds herself close hauled on the wind heading to the Eastward. On board here, we have mostly Americans out representatives from England, Ireland and German Rhine, and Portugal or rather the Western Islands are found in the fore-castle, altogether they appear to be a pretty agreeable set of fellows. We move by this time, a goodly party, resigned to the fate that awaits us: sea sickness has nearly disappeared things begin to wear a more cheerful aspect, and latterly the manufacture of sperm yarn and the mysteries thereof engrosses considerable attention. The boats are also fitted, crews chosen and we are now prepared and very anxious to see sperm whales. My own experience as a sailor, is for a time likely to be somewhat limited as instead of being in the capacity in which I shipped, it has pleased the captain to "advance me a step backward" and at present my situation is that of an observer. This change was made against my inclination, but soon issued rather in the form of a command than otherwise, although allowing many privileges, it was best to obey the vessel's orders. I may also take the time for his interference in the matter without that, the change would not have taken place. I remained a foremast hand long enough to stand one or two watches, learned to steer and assist in the main topail. This is the sum total of my accomplishments though and which to my mind is not much. But perhaps with time it may all be blown and we dare to say it will be blown out. It is a certainty of improvement. Our progress this day has been about as follows: at 10 o'clock we were 15 miles from the point of departure and at 5 o'clock we were 15 miles from the point of departure.



# On the North Atlantic ocean. Outward bound.

no strange things have yet happened or nothing unusual at all yet occurred. Our situation, to many of us, is new, novel, and not altogether uninteresting; this interest will probably deepen as new scenes and objects unfamiliar to our vision. Latitudes and Longitudes obtained during the week past, have placed us in the following situations, time of observation generally being at about 3 o'clock P.M.

Oct. 4th. Latitude,  $39^{\circ}24'$  N., Longitude  $67^{\circ}39'$  W.  
 5th. Lat.  $38^{\circ}38'$  N., Long.  $67^{\circ}15'$  W.; 6th. Lat.  $38^{\circ}20'$  N., Long. not obtained  
 7th. no observations were taken; 8th. Lat.  $37^{\circ}10'$  N., Long.  $57^{\circ}37'$  W.

Saturday, October 15th. 1853.

A second week has now passed over our devoted heads, but without bringing any material change either in our present circumstances, or future prospects. The winds for the last week have generally been variable varying from the S.E. to S.W. but have blown mostly from S.W. The night sails have been hauled occasionally, and Tuesday and Wednesday we were under double reefed topsails and foresail with strong breezes from S. S.W. the weather on these two days was also somewhat squally and rainy but with this exception, the weather has been fine and pleasant all the week. Course steered, whenever the wind has given permission, S.E. Yesterday, (Friday), the "thrilling cry" of "there she blows" for the first time resounded from the masthead, considerable excitement prevailed for a time, and to some of the "greenies" imagination depicted several animals alongside already, but alas! that such flattering and delusive ideas should so soon be banished to give place to an unfavorable reality. The whales that had caused the outcry and excitement were shortly pronounced to be "blows", a species little sought for, seldom chased and yielding scarce enough to make it worth while to catch them. It was however thought to be a good time to exercise the boat crews a little and the boats were accordingly sent out and pulled in the direction of the whales, with an idea of striking them. But they were not at all forthcoming, whales or to be caught napping. And therefore as soon as they discovered the boats, gave them a wide berth. Another circumstance of considerable interest was the sight of three sails yesterday, all of them small crafts; this sight gives one the idea that although we are far from land, home and friends yet we are not altogether forsaken, we have many companions on the broad ocean, and when they are occasionally seen it appears a great deal less lonesome. Although we cannot see the inmates of the vessel, yet we can sympathize with their loneliness. A brig, tending to the Eastward and supposed to be one of the same line yesterday was also seen, on sight so "distant".







# In the North Atlantic Ocean. Outward bound.

each other, and the tumbles over backwards are now not nearly as frequent as they then were. The employment of the watches throughout the week has been various, but consisted mostly in setting up main-topmast rigging, setting backstays &c. breaking out the hold for water and provisions, this with the occasional lowering of the boats and stowing away about the deck has taken up the principal part of the time, but a little amusement is found in the work to keep the sailors out of mischief & to pass the tedious hours. Observations have been taken every day this week and have placed us in the following situations.

On Oct. 16th in Lat.  $36^{\circ}50'$  N. Long.  $40^{\circ}40'$  W.; 17th Lat.  $35^{\circ}47'$  N. Long.  $37^{\circ}35'$  W.  
18th Lat.  $34^{\circ}32'$  N. Long.  $34^{\circ}57'$  W.; 19th Lat.  $33^{\circ}40'$  N. Long.  $33^{\circ}39'$  W.  
20th Lat.  $32^{\circ}40'$  N. Long.  $32^{\circ}39'$  W.; 21st Lat.  $31^{\circ}43'$  N. Long.  $29^{\circ}51'$  W.  
22d Lat.  $31^{\circ}22'$  N. Long.  $28^{\circ}33'$  W.

Saturday. Oct. 29th. 1853. The present week commenced with fresh breeze from the N.E. this continued with us until last Tuesday night and the wind then hauled to the Eastward from which direction it has ever since continued to blow. On Monday we were steering S.E. from this the course was on Monday changed to S. on Tuesday it had been altered to S. by W. and this was the course until Friday when we again sighted S.S.W. We have had almost a continuous rain storm this week as it has fallen about every day, making the weather very disagreeable for the water on deck. The wind & the sea the week have been most of the time light but occurred at times obliged us to furl the light sails. Porpoises paid us a visit on one occasion but after playing about the ship a few minutes before to and fro across the bows they left us probably to seek better amusement. No fish or a larger species have been observed.

The employment of the sailors this week has consisted in setting up and altering getting rigging on various parts of the ship, the mending a old gun. On Wed. converting it into spun yarn and so on. Breaking out the lower hold for provisions, and various other uninteresting little jobs; the manufacture of spun yarn on ship board, deserves more than a passing notice, as it is generally the employment when nothing else can be found to keep the sailors busy. I will therefore give you a short description of the *modus operandi*. There is a quantity of old strands, stays &c. denominated "old junk" on board and in the absence of other supplies it is used as a substitute for new. It is first cut up and made into a long narrow piece, then a screw that has been to the top of the mast is used to draw the yarns drawn and knotted together; then according as the spun yarn is to



# Raise the island of San Antonio. Cape Verde group.

be 'two or three yarn' two or three yarn are together, and then some other yarn, a little tar is sprinkled over them then making the yarn fast to the "spinning jenny". the internal machine is turned by one wheel another push the yarn, and this process is continued until the yarn is of sufficient length and is rolled into a ball it is then of dried and ready for making spun yarn. On the 1st day, two sails were observed, both of them sails to the Westward. This (Saturday), forenoon, another sail was observed standing to the Southward, and this afternoon the most important circumstance of the week occurred. At 6 o'clock, P.M. the Island of St. Antonio was raised bearing E. S. E. judged to be distant about 30 miles. This island is one of the Westernmost of the Cape Verde group situated between the meridians of  $15^{\circ}$  and  $17^{\circ}$  North latitude, and in the Longitude of about 25 degrees West. it is considerable highland but for some time after it was first discovered I could see nothing that answered my expectations of the appearance of land at length, after looking steadily in the direction indicated, for a while a dark blue mass became discernible, and then, I was informed, was land but left to myself. I should at that time have been unable to discover any indication of land in the horizon. The sight was at last 10! for the first time I saw it, and it was indeed a sight to be remembered. we have been away only about 25 days at sea. In comparatively short time, but to many of us it being the first time, even the blue hills of San Antonio, appearing at the expiration of this time serve to remind us more forcibly of the happy days spent in our own land, and it seems, that to walk once more on gravel or wander up and down a beach, ramble over hills and dales, to set our feet on dry land even for a few moments would be "bless unutterable". But all these feelings are most likely to be lessened as the group of islands are not the intention to visit them. After the 1st. I was raised the top gallant sails were taken in mainsail furled topsails down and set on the mainmast on the 1st. and the intention, I believe is to lay off and on until tomorrow morning when we are again bound.

From observations of the sun through the week the following latitude and longitude were obtained

Oct 23d Lat.  $30^{\circ}30'$  N. Long.  $26^{\circ}53'$  W.; 24th Lat.  $28^{\circ}58'$  N Long.  $26^{\circ}15'$  W.  
25th Lat.  $26^{\circ}32'$  N Long.  $26^{\circ}00'$  W. Long. by wire observation 26th Lat.  $25^{\circ}10'$  N Long.  $25^{\circ}10'$  W.  
27th Lat.  $24^{\circ}40'$  N Long.  $25^{\circ}10'$  W. 28th Lat.  $23^{\circ}10'$  N Long.  $25^{\circ}10'$  W.  
29th Lat.  $21^{\circ}40'$  N Long.  $25^{\circ}10'$  W. 30th Lat.  $20^{\circ}10'$  N Long.  $25^{\circ}08'$  W.  
31st Lat.  $17^{\circ}40'$  N Long.  $25^{\circ}11'$  W.



# In the North Atlantic Ocean, Outward bound

Saturday, Nov. 3<sup>rd</sup> 1853. Another

month has now opened upon us dull November at home, and most likely to be a dull November with us has arrived with all his glory. The restless tree biting frosts and chilling winds of a November in New England we are however very unlikely to witness in these or any other Latitudes, which the present month may find us in. but last week left us in October, and off the Island of San Antonio, that was the 29<sup>th</sup> of the month, and at the close of the day, we were standing in shore, under short sail, at 11 o'clock that evening. Two ship, and stood off shore, heading to the Northward, at 2 o'clock Sunday morning again were under short sail, in shore, and at daylight were under full sail, steering along the land to the S. E. it was nearest after dark to San Antonio was probably about ten or twelve miles. Two small craft, schooners and a brig were observed in shore of us on Sunday forenoon. With a fresh breeze from the Eastward we continued to steer S. E. W. all that day, and at 4 o'clock in the afternoon San Antonio, then rapidly falling astern and fading in the distance, bore N. E. from us, and it soon after totally disappeared. From Sunday until yesterday the wind continued to blow from the Eastward blowing pretty fresh, and the sea was accompanied by some pretty severe squalls, with high wind and rain, top galls were set nearly all the time and on Tuesday Gib. Mainsail and spanker were also furled and the Topsails doubled. The weather continued squally and rain from that time until Thursday morning and the wind then moderating whole topsails were set on the 1<sup>st</sup> double reefed again at 2 o'clock P. M. of the same day, made sail again yesterday, when the wind hauled from E. to S. E. last night the breeze freshened again and we were once more obliged to come down to double reefed fore and main topsails, and foresail: at 4 o'clock this afternoon again made sail, setting, whole topsails mainsail and gib. Since Sunday the rain has continued to fall almost incessantly, making this the coldest of the season, otherwise uncomfortably warm, cool and refreshing. The different courses steered through this week are as follows. On Sunday we were steering S. E. W., Monday S. by W. and S. E. W. Tuesday S. by W. and S. E. W. Wednesday S. by E. and S. E. W. up to the present time we have been steering to the S. E. W. Watches employed to catch the work occasionally in setting up rigging, mending, &c. but on account of the inclement weather, the work has not been so far advanced as we had hoped. Yesterday morning at 10 o'clock the ship and the boat were ordered to start off in, went, but after an hour or more, without success, we gave her up, at 4 o'clock A. M. the boats returned to the ship. This was another disappointment, and gave us the 2<sup>nd</sup> of the kind in the week. We shall get on by and by, with perseverance.



# State of the weather, many within sight.

and patience. No fish of a larger species have been seen in the area, and this is the only shoal of blackfish seen. The sight of a sail occasionally has cheered us, but we have seen the sea, besides the three seen on Sunday last, was observed on Monday standing to the Southward. There was also another a long way seen on Wednesday bound off to the N.E. South and last was in sight on Thursday, standing to the Southward.

Traveled on the 10th of October as well as yesterday. The weather was at  
 1st. Oct 30th. Lat  $16^{\circ}37'N$  Long.  $25^{\circ}35'W$   
 31st. Lat  $14^{\circ}34'N$  Long.  $25^{\circ}35'W$ ; Nov. 1st Lat  $11^{\circ}35'N$  Long.  $25^{\circ}35'W$   
 Nov. 2nd Lat.  $9^{\circ}48'N$  Long.  $25^{\circ}25'W$ ; 3rd. Lat.  $8^{\circ}30'N$  Long.  $25^{\circ}15'W$   
 4th Lat.  $7^{\circ}05'N$  Long.  $25^{\circ}15'W$ ; 5th. Lat  $7^{\circ}13'N$  Long.  $23^{\circ}W$

## Saturday Nov. 12th 1853.

ending to day has been productive. The weather is particularly interesting, fresh breezes from the North and occasional showers from the East. As to the winds being generally unfavorable but slow progress has been made.

The week commenced with fresh breezes from E. S. E. and on Sunday we were steering S. by E. under all drawing sail. The next day, the wind hauled to S. by E. and we were close hauled on both tacks throughout the day. Tuesday, the wind again hauled to S. E. by S. and, sharp on the weather, we were heading S. W. by S. Wednesday, the wind still continued to blow from the Southward, ship heading to the S. S. W. under all sail, that night for a short time we had a fresh wind from the N. E. and were steering S. E.

On Thursday morning, at 4 o'clock, took a heavy squall from the N. E. which was accompanied by a violent rain and both topsails were reefed. At 10 o'clock we were again under the S. S. E. and a moderate sail was again made. Ship heading to the Southward. At 11 o'clock again came down to double reefed to sail in a strong breeze from the Southward. The wind has even in the night continued to blow with more moderation, as we again made sail yesterday forenoon; for the last two days, heading to the windward on long tacks, under all drawing sail and courses; rain has fallen as before remarked almost every day of the week, but this has served to cool the atmosphere for us. Lately, we have seen many sails of various descriptions, but as yet no whaler has been seen. Among the merchantmen, I think it somewhat singular, that among the numerous sails we have seen since coming out, not one has yet been recognized as a whaler. On Sunday last, a sail was observed standing to the Southward. Monday, another sail was seen standing to the Eastward. Tuesday saw a bark heading to the S. S. W. and on Wednesday another sail standing to the Northward. Thursday, a sail



# In the North Atlantic Ocean. Outward bound.

observed standing to the Southward. Yesterday, (Friday), made our nearest approach to a vessel as yet. This was a bark which we spoke and which showed her colors, viz. orange at the mainmast, the stars and stripes floated from her in answering response. Close to her, the crew, who were all, or a greater part of them standing in the waist were readily observed, and they all wore some generous looking set of whisker and does, having a sort of Spanish piratical look, such as are described in romances, we exchanged longitudes with each by placing our Longitude according to the Chronometer, on a board in figures of chalk, and as she did the same, the difference of the two reckonings was ascertained. Our Longitude was then about  $22^{\circ}40'$  W. but according to the strangers reckoning it was  $13^{\circ}40'$  W. Our Longitude was known to agree nearly with our reckoning and therefore they were about seven degrees to the N. toward us. We supposed themselves to be then was probably owing to their having run by dead reckoning altogether, and without the aid of a chronometer. The conversation of the captain of the foreigner, and was not worthily known to the English and not understood and as the vessel had no name on her stern, neither that, the port or name of her owner nor her destination could be ascertained. But we had seen strange faces for the first time in over a month, and that was some satisfaction. The bark was bound off to the N. E. and kept off in that direction as soon as we had passed her. Today, Saturday, another sail was seen standing to the N. W. Thus we have seen even, in the first week in sight of some stranger. This makes the first seen vessel's welcome although we cannot have the privilege of conversing with our fellow wanderers. Watches have been employed in breaking out water provisions &c. for use, occasionally, sailing with the land various other little jobs generally denominated ship's work. The manufacture of a new article of domestic use was proposed. It was introduced this week as our gift us this is a mat made of juniper which is generally used for drying gear: the manufacture of these I have also occupied a little attention. No porpoises, whales, blackfish or any other species of such manner what is termed by the common black-skin fish come within the scope of our vision. The following situation the different dates will show that we are gradually approaching into the abode of Neptune, i.e. the Equator.

1st Lat.  $41^{\circ}15'$  N Long.  $24^{\circ}29'$  W; 7th Lat.  $5^{\circ}37'$  N Long.  $25^{\circ}24'$  W  
 8th Lat.  $5^{\circ}40'$  N Long.  $23^{\circ}46'$  W; 9th Lat.  $5^{\circ}18'$  N Long.  $23^{\circ}35'$  W  
 10th Lat by  $5^{\circ}11'$  N Long by do.  $23^{\circ}20'$  W; 11th Lat by  $4^{\circ}01'$  N Long.  $23^{\circ}11'$  W  
 12th Lat  $4^{\circ}21'$  N Long.  $21^{\circ}21'$  W







## In the South Atlantic Ocean. Outward bound.

if we are ever going to see sperm whales. Suppose we are this (Saturday),  
 in the South Atlantic ocean, as this afternoon at 5 o'clock we  
 were only 17° North of the equator; we have since been heading to the S.W.  
 with light breeze and under all sail, I think therefore that by this time  
 we must have crossed the line, singular as it may appear we saw nothing  
 of it, nor did Father Hopton with his barber and other attendants  
 deign to pay us a visit; if he had he would perhaps have  
 thought to send you with convenience: this may be the reason that  
 we have not seen a single whale. Our progress this week has been as follows  
 13th. Lat. 3° 47' N. Long. 20° 44' W.; 14th. Lat. 4° 11' N. Long. 21° 01' W.  
 15th. Lat. 3° 47' N. Long. 20° 44' W.; 16th. Lat. 3° 18' N. Long. 21° 27' W.  
 17th. Lat. 2° 55' N. Long. 21° 34' W.; 18th. Lat. 1° 54' N. Long. 25° 42' W.  
 19th. Lat. 17° N. Long. 25° 06' W.

Saturday, Nov. 26th. 1853. The week

ending to day has passed off very pleasantly. Fresh and steady breezes  
 coming off the E. S. E. to S. S. E. as accompanied by pleasant weather. Have  
 pulled in our sails, and are now steering S. S. W. whenever the wind has  
 permitted. Since we were last here I used the remainder of the week  
 on the same heading to the S. W.; under all drawn sail the whole  
 time with the exception of Monday night when on account of the  
 freshness of the breeze it became necessary to trim the top gallant  
 sails. On Sunday last at 10 o'clock in the forenoon, a shoal of blackfish  
 were raised and the boats were soon down and after them. But after chasing  
 them about for an hour they returned on board empty handed, as usual.  
 The same day at 1 o'clock in the afternoon, another opportunity of catching  
 blackfish occurred. but after chasing three boats and chasing as many  
 more, they again returned unsuccessful. This last time was the last that  
 we have found successful for blackfish. Perhaps on this day we  
 received a sufficient recompense for our labors. But it is hardly right  
 to chase such insignificant things as blackfish on Sunday. We are  
 then required to keep the night before and if we cannot be caught  
 on a week day, I say it is even more the sabbath. The towing for sperm  
 whales on the sabbath, however, may deserve considerable extenuation  
 they are very sold in season and should not happen that they are ris-  
 ed on the sabbath, it would perhaps be as much sin to let them pass,  
 as to lower and take one. The 3d. lowering this week, was for some-  
 thing of course. The 1st. lowered right before we were at  
 night. The 2d. lowered on Sunday. The 3d. lowered about half past  
 five which the 1st. lowered for 1 raised, and the 2d. day and regular  
 the 3d. lowered from 11 o'clock, and supposed that the more







# In the South Atlantic Ocean. Outward bound.

breeze until 3 o'clock yesterday afternoon continued in that direction, blow  
 pretty fresh and accompanied by squalls of fog. At 3 P.M. yesterday the wind  
 again hauled to S. by W. and began to increase gradually, until 9 o'clock in  
 the evening when it blew a moderate gale, and sail had been taken in to  
 a close reefed main-top-sail, foresail main-spencer and fore-topmast stay  
 sail, ship lying to on the Larboard tack, heading to the Westward. The wind  
 has continued the same up to the present time. The weather otherwise pleas-  
 ant and we are still heading to the Westward under the same quantity of  
 canvass. Previous to the present blow, we were, on Sunday, steering S. by W. un-  
 til 4 o'clock P.M. when the ship was kept off S. W. we were then on, or near  
 the "Abrolhos banks", which is considered to be good sperm whale cruising  
 ground, and not wishing to let an opportunity of seeing sperm whales pass  
 by being in too much of a hurry, and running over the ground in the night  
 it was thought expedient to shorten sail. In accordance with this plan  
 therefore at 1 o'clock P.M. all the light sails were furled both topsails  
 double reefed, and main-sail hauled up: as it was then unnecessary to have  
 a whole watch on deck, boats crew watches were set, each of these watches  
 contain one boat's crew, and is headed by the boatsteerer belonging to the  
 same boat. The night from 7 P.M. until 5 A.M. was divided amongst  
 these boat crews each standing an equal time, and at 5 o'clock Monday  
 morning, all hands were called to make sail: everything was once more  
 set and we steered S.W. by S.; nothing was however seen on that day, to  
 inform us of the probability of meeting with the exception of the ship  
 which was steering to the Southward. At 7 o'clock that evening, the man-  
 oeuvre of the preceding one was again repeated, we came down to the  
 main-sail and again set boats crew watches. At 5 o'clock Tues-  
 day morning, made all sail again and steered S.W. No whales were  
 seen on this day either, but a whig was observed standing to the North  
 and we hauled sail again at 7 o'clock that evening, as before, stood boats crew  
 watches through the night and called all hands at 5 o'clock. At 5 o'clock  
 Wednesday morning steering S.W. in the forenoon of the same day ex-  
 changed signals with the American clipper ship Mountain Wave; this  
 name we read on her signal, but did not ascertain where she belonged, prob-  
 ably to Boston or New York. She was a most large ship, of apparently  
 twelve or fourteen hundred tons, and with a crowd of canvass set, was  
 bound off to the Eastward. Since Tuesday night, we have taken in sail  
 only when the freshness of the breeze rendered it necessary, and from that  
 time until coming into the present gale, we were steering S.W.  
 Yesterday there were three sails in sight, two of them we exchanged  
 signals with. The first of these was the American merchant ship  
 "Hawkeye" of Boston, we signaled her at 2 o'clock P.M. she passed a-  
 long close under our lee distant probably half a mile, steering the same



## Chase sperm whales unsuccessfully

course that we were, (S.W.), and the crew and passengers, among whom were several ladies, were early absent from the ship in sailing galleys. She soon left us far astern of her. At 4.0 clock, same afternoon, exchanged signals with a French merchantman whose name we did not ascertain. She was bound like to the Southward. The various occupations, which have been similar to those of the preceding ones, viz. getting rigging, putting out whatever provisions we stood in need of, in fact, everything sensible. The cutting pendants were also lashed up this week, so that had the main mast, to be in readiness for use, should we ever happen to get a whale. The passengers were taken up and down the ship, and we may get a little entertainment with and without the capture of a whale. For as for curiosities, we are getting more. Surprised as this may seem, it is not so remarkable as the following Latitudes and Longitudes with the dates prefixed will show.

Nov. 27th. Lat.  $15^{\circ}17' S.$  Long.  $92^{\circ}11' W.$ ; 28th. Lat.  $16^{\circ}55' S.$  Long.  $93^{\circ}02' W.$   
 29th. Lat.  $18^{\circ}41' S.$  Long.  $94^{\circ}04' W.$ ; 30th. Lat.  $19^{\circ}41' S.$  Long.  $95^{\circ}06' W.$   
 Dec. 1st. Lat.  $21^{\circ}36' S.$  Long.  $96^{\circ}38' W.$ ; 2nd. Lat.  $23^{\circ}53' S.$  Long.  $97^{\circ}32' W.$   
 3d. Lat.  $24^{\circ}14' S.$  Long.  $97^{\circ}55' W.$

Saturday, Dec. 10th. 1853. Commence.

with the winds and weathers of the week. The details of a circumstance of more interest will afterwards be given at length. The gale, which last left us in, moderated last Saturday night, and before morning we were in a dead calm. A light breeze, however, sprang up from the S.E. on Sunday and under all drawing sail we steered S.W. Monday, light breeze from N.E. course, S.W. Tuesday, calm until 3. P.M. when a light breeze sprang up from the S.E. steered off N.E. Wednesday & Thursday fresh breezes from S.E. steered S.W. by S. yesterday, strong breeze from S. ship beating to the windward on both tacks, and to day, with a fresh breeze from the Eastward steering S.S.W. under all drawing sail. Having made sail from double reefed topails, this morning had then been in that sail from Thursday night. Now come we to the important circumstance already mentioned. At 6 o'clock on Sunday morning, a large sperm whale was raised. But like the first ones we saw he bounded rapidly off to the windward; two boats were however lowered, and, starting in pursuit, continued to chase him until three hours with the hope of getting near him; all labor was in vain, and at 10 o'clock, A.M. the boats returned to the ship, the crews sadly "down at the mouth"; little did they then imagine how soon our luck was to change. After making two unsuccessful attempts to catch these animals, it was not surprising that we were at last disappointed. The whale was seen at 10 o'clock, and at 11 o'clock, it was seen again. At 12 o'clock, it was seen a third time. At 1 o'clock, it was seen a fourth time. At 2 o'clock, it was seen a fifth time. At 3 o'clock, it was seen a sixth time. At 4 o'clock, it was seen a seventh time. At 5 o'clock, it was seen an eighth time. At 6 o'clock, it was seen a ninth time. At 7 o'clock, it was seen a tenth time. At 8 o'clock, it was seen an eleventh time. At 9 o'clock, it was seen a twelfth time. At 10 o'clock, it was seen a thirteenth time. At 11 o'clock, it was seen a fourteenth time. At 12 o'clock, it was seen a fifteenth time. At 1 o'clock, it was seen a sixteenth time. At 2 o'clock, it was seen a seventeenth time. At 3 o'clock, it was seen an eighteenth time. At 4 o'clock, it was seen a nineteenth time. At 5 o'clock, it was seen a twentieth time. At 6 o'clock, it was seen a twenty-first time. At 7 o'clock, it was seen a twenty-second time. At 8 o'clock, it was seen a twenty-third time. At 9 o'clock, it was seen a twenty-fourth time. At 10 o'clock, it was seen a twenty-fifth time. At 11 o'clock, it was seen a twenty-sixth time. At 12 o'clock, it was seen a twenty-seventh time. At 1 o'clock, it was seen a twenty-eighth time. At 2 o'clock, it was seen a twenty-ninth time. At 3 o'clock, it was seen a thirtieth time. At 4 o'clock, it was seen a thirty-first time. At 5 o'clock, it was seen a thirty-second time. At 6 o'clock, it was seen a thirty-third time. At 7 o'clock, it was seen a thirty-fourth time. At 8 o'clock, it was seen a thirty-fifth time. At 9 o'clock, it was seen a thirty-sixth time. At 10 o'clock, it was seen a thirty-seventh time. At 11 o'clock, it was seen a thirty-eighth time. At 12 o'clock, it was seen a thirty-ninth time. At 1 o'clock, it was seen a fortieth time. At 2 o'clock, it was seen a forty-first time. At 3 o'clock, it was seen a forty-second time. At 4 o'clock, it was seen a forty-third time. At 5 o'clock, it was seen a forty-fourth time. At 6 o'clock, it was seen a forty-fifth time. At 7 o'clock, it was seen a forty-sixth time. At 8 o'clock, it was seen a forty-seventh time. At 9 o'clock, it was seen a forty-eighth time. At 10 o'clock, it was seen a forty-ninth time. At 11 o'clock, it was seen a fiftieth time. At 12 o'clock, it was seen a fifty-first time. At 1 o'clock, it was seen a fifty-second time. At 2 o'clock, it was seen a fifty-third time. At 3 o'clock, it was seen a fifty-fourth time. At 4 o'clock, it was seen a fifty-fifth time. At 5 o'clock, it was seen a fifty-sixth time. At 6 o'clock, it was seen a fifty-seventh time. At 7 o'clock, it was seen a fifty-eighth time. At 8 o'clock, it was seen a fifty-ninth time. At 9 o'clock, it was seen a sixtieth time. At 10 o'clock, it was seen a sixty-first time. At 11 o'clock, it was seen a sixty-second time. At 12 o'clock, it was seen a sixty-third time. At 1 o'clock, it was seen a sixty-fourth time. At 2 o'clock, it was seen a sixty-fifth time. At 3 o'clock, it was seen a sixty-sixth time. At 4 o'clock, it was seen a sixty-seventh time. At 5 o'clock, it was seen a sixty-eighth time. At 6 o'clock, it was seen a sixty-ninth time. At 7 o'clock, it was seen a seventieth time. At 8 o'clock, it was seen a seventy-first time. At 9 o'clock, it was seen a seventy-second time. At 10 o'clock, it was seen a seventy-third time. At 11 o'clock, it was seen a seventy-fourth time. At 12 o'clock, it was seen a seventy-fifth time. At 1 o'clock, it was seen a seventy-sixth time. At 2 o'clock, it was seen a seventy-seventh time. At 3 o'clock, it was seen a seventy-eighth time. At 4 o'clock, it was seen a seventy-ninth time. At 5 o'clock, it was seen an eightieth time. At 6 o'clock, it was seen an eighty-first time. At 7 o'clock, it was seen an eighty-second time. At 8 o'clock, it was seen an eighty-third time. At 9 o'clock, it was seen an eighty-fourth time. At 10 o'clock, it was seen an eighty-fifth time. At 11 o'clock, it was seen an eighty-sixth time. At 12 o'clock, it was seen an eighty-seventh time. At 1 o'clock, it was seen an eighty-eighth time. At 2 o'clock, it was seen an eighty-ninth time. At 3 o'clock, it was seen a ninetieth time. At 4 o'clock, it was seen a ninety-first time. At 5 o'clock, it was seen a ninety-second time. At 6 o'clock, it was seen a ninety-third time. At 7 o'clock, it was seen a ninety-fourth time. At 8 o'clock, it was seen a ninety-fifth time. At 9 o'clock, it was seen a ninety-sixth time. At 10 o'clock, it was seen a ninety-seventh time. At 11 o'clock, it was seen a ninety-eighth time. At 12 o'clock, it was seen a ninety-ninth time. At 1 o'clock, it was seen a hundredth time.



## In the South Atlantic Ocean Outward Bound.

being slow, appeared to have more speed on it was thought to be a good chance  
 for some. The boats started in the same manner as the 1st and 2nd in command,  
 and made steering to south, and started in pursuit of a large whale that was  
 separated from the school. The boat used off to the southward some time but  
 the whale going again to the north. Got no where new here. At 1 P.M. they returned on board, and took dinner; the school was then  
 in the neighbourhood of us not going much. immediately after dinner the boats  
 started off again, in the same manner as before. And went in amongst the  
 school. The mate succeeded in getting some, but the 1st mate  
 fastened to two whales or him; this was done through a mistake, as after darting  
 into one hole, picked up the 2nd in command and made  
 his appearance at the head of the boat, and thinking this was the whale  
 he already had one, the 1st mate gave him the 1st. Whales were pret-  
 ty thick around the boat for a few moments, according to the account of  
 the crew: being fast to two whales with one boat might probably have caused  
 some difficulty, if one of the crews had not got away drawn, then they were  
 all right. From the bark we could see the mate when he struck, and the white  
 water flying. Soon after the mate got fast, the 2nd mate struck another  
 whale, and then the boats they went about till they were in the  
 sperm whales were to be seen in every direction, forming one enormous school;  
 they were all, as far as could be observed small whales but in sight there were  
 probably a sufficient number to fill all the whale ships in the Atlantic ocean.  
 with great interest. Nearly all of us on board were aloft watching the progress of  
 the boats: it was not long before the mate got his whale sprung. Blood and chub-  
 biness, and the boat started the immense current from the nostrils of the  
 whale to which it was fast. This heralded the speedy termination of their  
 mortal existence; both whales were at length observed to be "turned up": A boat was  
 lowered from the ship, and went to assist the others in getting the whales along-  
 side. The boat was towed toward them and at 5 o'clock P.M. both whales  
 alongside with fluke chains on them; they were small, but just as good  
 a representation of a sperm whale as one that could be imagined.  
 Curiously was the sperm whale by the sight of the "square heads". My  
 idea respecting their looks I must confess had been somewhat erroneous.  
 They came together and pulled at the flukes, then they were  
 hauled in, and alongside they looked to me as though it would  
 be a little ridiculous to see an ungainly looking carcass  
 of a whale being hauled up in this manner. When they were  
 alongside the flukes, there were sharks innumerable and some  
 of them were seen. Then I used the expression they fasten to the flukes by reason  
 of pulling them up alongside them, and taking out a round piece of  
 the fluke. It is a pity that they have not the way respecting  
 the matter, they would no doubt have saved us the trouble of cutting them



## The capture of two sperm whales.

in altogether. That night the wind died away and left us in a calm; however cutting falls cleared out the blubber in the morning. At 4 o'clock Tuesday morning called all hands, and at 7 A.M. commenced cutting. The boats were sent here in our deck whale cutting on long sperm whales. The sperm whale or head oil has to be bailed out of the case overboard, but ours were easily taken on board. The two whales were both dropped off their blubber at 10 o'clock P.M. and the next morning was the clearing away of the boats, the junk and head oil being taken from them, and the remainder hove overboard. A light breeze bore after springing up from the S.E. the topsails were double reefed and we stood about the N.E. At 7 P.M. we shipped to the S.W. and set try watches, these are 6 hours in length, and contain the same number as the usual sea watch. At 7 o'clock Wednesday morning we started the try works and commenced boiling in the first. The head oil and appurtenances were boiled out first, as this is much whiter, and more valuable than body oil, which was boiled last. We were under a whole main and double reefed fore topsails and covered all the day, but all sail was made the next, from 7 A.M. Wednesday until 6 P.M. Thursday, we were employed boiling, but at the expiration of that time we had not set in as yet, so we ran by watches from then stood all the time we were boiling. That night we again came down to double reefed topsails, as has already been stated. The oil remained on deck to cool until this (Saturday) morning, when the stowing down commenced: all hands have been employed in this nearly all day having finished at 5 o'clock this afternoon, after which the decks were cleared up. There was not much to do on the main, but in the lower hold we gauged a few gallons over 35 bbls. considerable blubber is left in such a small quantity of oil, but it pays well, and a commencement has at length been made. It was somewhat singular that we saw nothing of the shoal after taking the two whales that we set; nothing more was seen of them after we got these two alongside; It was at the masthead all the next forenoon, all hands beside being very busy, but all to no purpose did I strain my eyes in every direction. With the exception of a drizzling rain on Thursday afternoon the weather has been very pleasant all the week we have therefore had a good time to take care of the blubber in. Saw a sail on Tuesday afternoon and Wednesday night at 11 o'clock a brig passed us, standing to the Northward. Another sail has also been in sight to day, astern of us, and steering to the S.W. But little has been heard of her, except that she is a small vessel, and is now in the harbor as usual, notwithstanding we have been sometimes littered up lately by the black and white ships. It is about the same as the other.



# In the South Atlantic Ocean. Outward bound

of nothing. From whaler boats we have seen a lot of them and covered for them. The 3rd being successful. rather better luck than we have blackfishing. The following Latitudes and Longitudes have been observed at the dates prefixed, during the week.

Dec. 4th Lat.  $24^{\circ}25' S$  Long.  $38^{\circ}2' W$ . 5th. there was no time to take observations, being very busy chasing whales. 6th. Lat.  $25^{\circ}48' S$  Long.  $39^{\circ}30' W$ .

11th. Lat.  $26^{\circ}48' S$  Long.  $41^{\circ}13' W$ . 12th. Lat.  $27^{\circ}12' S$  Long.  $41^{\circ}19' W$ .

9th. Lat.  $29^{\circ}02' S$  Long.  $40^{\circ}56' W$ ; 10th. Lat.  $30^{\circ} S$  Long.  $42^{\circ}38' W$ .

Saturday, Dec. 17th. 1853. All of this week

pleasant weather, and fresh breezes from various directions. Sunday last, a breeze from N.E. steering S. S. W. under all standing sail. At 2 o'clock in the afternoon of that day, a large breach was observed to the windward, and we surged to the wind and went about one hour to find out if possible what it was. a whale was at length seen to spout three times, but he disappeared off to the windward and we lost him, and it was therefore not ascertained what he was, quite likely to be a sperm whale, but whatever it was, he was going altogether too fast to be overtaken; we therefore heaved to and kept off our own business. Monday, a breeze until 5 o'clock P.M. when a fresh breeze came up from S. S. E. and we then stood to the S. W. A bark was in sight all day Monday standing close to the S.W. the breeze freshened that night obliging us to bend to light sails.

Tuesday fresh breeze from S. S. E. steering S. W. under all topsails and courses. At 12 o'clock 4 small whales were seen close by the "Eagle" of New Bedford. Capt. Brown the master of the bark came within reach. There was a chance for "gamming" at last: the captain with a boat's crew accordingly went on board the "Eagle" and the mate of the bark with a boat's crew on board of us. The gam continued until 6 o'clock in the afternoon, and then broke up considerable satisfaction having been derived from the opportunity to spend the day with strangers. Returning on board at night we found the bark had the same small fish which he had obtained on board the "Eagle" even these animals attracted considerable attention from the fact that they were fellow travellers with us in the broad ocean. The gam broke up that night with the intention of renewing it the next day, as we were both bound in the same direction, we did not expect to meet. Wednesday a fresh breeze from the N.E. steering S. W. under all sail. The "Eagle" in sight all day steering in the same direction, but some distance from us in order to give each an equal chance of raising whales. At 4 P.M. it became then become pretty evident that we were to catch a whale in a day another gam commenced which lasted several hours, and produced very good results. Thursday light breeze from



## Gamming with Ship "Eagle".

The northward, steering S. I. W. under all drawing sail. Ship Eagle under all day steering the same but we did not get within the distance of sight of the shore. For the sea was very rough and the wind very strong. At 10 o'clock it became necessary to take in all the light sails and double reef the topmasts. The sea was very rough and the Eagle was also a sight of the shore. In the evening we passed near enough to ascertain her to be the Blam of New Bedford; she was then lying to, with a large, 80 barrel sperm whale alongside. At the same time we took in the mainsail and jib, and double reefed the fore-top sail, heading S. by W. with a strong breeze from the E. S. E. at 1 o'clock last night, wore ship to the N. E. This (Saturday) morning the weather moderated a little and we set the reefed fore-top sail steering S. I. W. The Blam and Eagle were both in sight and at 10 o'clock I set up to the Blam. Capt. M. M. M. with the Blam and the Eagle, and an innumerable flock of birds accompanying her, attracted by the whale. This afternoon wind hauled to S. I. E. still very strong. Ship heading S. W. under double reefed topmasts and foresail. At 6 o'clock this afternoon spoke the Eagle she has seen nothing like the shape of whales. At 8 o'clock this evening shortened sail and set boatswain watches, our present cruising ground, being the occasional resort of sperm whales. The weather to day has been very thick and smoky, but this is the only unpleasant of the week, excepting the strong winds which as long as they are attended by sunshine are not so very disagreeable. The whalers have been employed this week as might have been expected in the cod fishery and, I think, to a great extent, useless, occupation of getting rigging bent and out provision sufficient to keep us alive &c. The main top sail was blown on Monday last, and an old one bent in its place. As we have now had one or two "good games" with a whaler, it seems almost like a new commencement all hands have had an opportunity of seeing strange faces and conversing with strangers. I went on board of the Eagle and being up at yet, enjoyed myself extremely in a boatswain society in the ship. Merely lying down in a boat just off the ship to see some of the Blam. It has been so long, and in such a narrow space, is in itself refreshing, how much more so than seem to take a cruise on shore. From observations taken this and the following Latitudes and Longitudes have been deduced

3rd 11th Lat. 32° S. Long. 43° 05' W.; 12th Lat. 33° 19' S. Long. 43° 30' W.  
 3th Lat 34° 14' S. Long. 44° 30' W.; 14th Lat 35° 14' S. Long. 46° 16' W.  
 15th Lat. 37° 31' S. Long. 48° 16' W.; 16th Lat 38° 45' S. Long. 48° 16' W.  
 17th Lat. 38° 30' S. Long. 48° 40' W.











# In the North Atlantic Ocean Outward bound.

accompanied by rain squalls. our cruising ground this week is somewhat more generally weathered and generally less by the name of "foggy" than some months since. The sailors have not been very busy this week but a great deal of work has been done. A new coat of paint is being put on the tops of the masts and down, mended, and sent up again, jib cover and the main and mizzen topsail has come in for a small share of repairs. Two sails were seen on Sunday last, standing to the S.E. A whale ship was seen on Wednesday which at 5 o'clock in the afternoon we spoke and ascertained to be the St. George, of New Bedford Capt. Dias, three months from home, with 38 bbls. of sperm oil. We then had another gam our skipper going on board the St. George. She was also in sight on Thursday and yesterday, steering in the same direction that we were, but nothing has been seen of her to day. Several hump-backed were seen yesterday forenoon, and at 10 o'clock A.M. a mackerel, raised a large school of blackfish. Three boats lowered and chased them unsuccessfully, until noon then returned on board, our old luck blackfishing seems to attend us still. Having no wind before us we raised this school quite unexpectedly. We have not advanced much this week in any direction, but about a southerly course has been made. Our different situations through the week were as follows:

Dec. 25th. No observations were made. 26th. Lat.  $45^{\circ}06'$  S. Long.  $57^{\circ}43'$  W.

27th. Lat.  $45^{\circ}12'$  S. Long.  $58^{\circ}55'$  W. 28th. Lat.  $45^{\circ}02'$  S. Long.  $57^{\circ}32'$  W.

29th. Lat.  $45^{\circ}35'$  S. Long.  $58^{\circ}05'$  W. 30th. Lat.  $45^{\circ}52'$  S. Long.  $58^{\circ}13'$  W.

31st. Lat.  $47^{\circ}20'$  S. Long.  $59^{\circ}38'$  W.

Saturday January 1st 1854. It was the first week of the year of our Lord 1854. has passed and gone. The week commenced with foggy weather and a fresh breeze from the N.W. ship steering S.W. all day Sunday, at 1 o'clock in the afternoon of that day, took a squall from the Westward, in which all the light sails were taken in, before the vessel could reefed, it and we were sail also. The squall lasted but a short time, and as soon as it was over, sail was made again. Monday and Tuesday, wind from the Westward steering S.W. by S. made all running sail on Monday, and double reefed topsail and main. Tuesday the wind died away altogether. Tuesday night there was no wind. This continued nearly all day Wednesday, but towards night, a breeze sprang up from W. and under all sail, we made to the Southward. Thursday a fresh breeze from N.W. by W., ship steering S.W. by S. under all driving sail. That night the breeze freshened, and it became necessary to shorten sail to double reefed topsail and main. All day yesterday we had a moderate breeze from N.E. by E. and we made to the S.W. by S. and under double reefed topsail and



## Raise the island of Staten Land

foresaw. At 6 o'clock in the afternoon, the gale still increasing, stayed us to take in the fore top-sail. Close reefed the main and fore top-sails, leaving us lying to under a close reefed main top-sail, main-foresail and fore top-sail staysail heading to the south. The wind continued to blow in squalls all last night and has not moderated any to day. We are still lying to under the same canvas as yesterday. The weather has been generally pleasant all the week excepting the stormy weather, but there is no getting accustomed to and therefore it does not seem so disagreeable.

Not much work has been going on, on board this week. The catches were busy making boat sail, the first of the week, but since then have been doing nothing but break out whatever was necessary to eat or drink.

On Monday, a ship was seen to the Westward of us, heading to the Southward. Several great numbers of albatrosses and some gulls were around. At 1 o'clock in the afternoon, the birds rose and were very much excited, as if about to depart from the ship; it was not her intention to strike them. I went, only to get a can of rum, then he surrounded us down after a short while getting a can of rum into the ship's hold. He apparently fired his gun considerably, they afterwards chased him to a great distance. But he was not to be kept out of their way and he was obliged to turn the other way. Long time was taken to the ship. At 4 o'clock in the afternoon, we raised the coast of Staten Land. To the Eastward, about 20 miles distant, we were steering along the coast to the S. W. at all that day, about 10 miles in length, and in the afternoon the coast fronted N. E. & E. This coast is quite high land, very uneven and has a very barren appearance. But for all that, we saw some what seemed to be some houses and buildings. But I am inclined to think it is uninhabited I believe, although it is an island of some length. We saw no traces of human habitations, although at times we were quite near enough in shore to have seen them if there had been any. I saw also in sight on Thursday, steering S. W.

We are now gradually drawing near the redoubtable Cape Horn and already do we begin to have a foreboding of the weather for which it is terrible. If it continues to become worse, the nearer we approach the Cape, the time we get there, we shall have experienced some squally weather. I have heard yesterday morning, we were engaged in a fight with a French man's boat, steering to the S. E. like the ship, but the Cape was at us. Another said it was seen to the S. W. & E. of us, and was approaching.

The latitude and longitude observed this week are as follows.

Jan. 1st. Lat.  $49^{\circ}33' S.$  Long.  $62^{\circ}17' W.$ ; 2nd. Lat.  $51^{\circ}04' S.$  Long.  $62^{\circ}14' W.$ ; 3rd. Lat.  $52^{\circ}14' S.$  Long.  $63^{\circ}04' W.$ ; 4th. Lat.  $53^{\circ}44' S.$  Long.  $63^{\circ}46' W.$ ; 5th. Lat.  $54^{\circ}41' S.$  Long.  $63^{\circ}34' W.$ ; 6th. Lat.  $55^{\circ}45' S.$  Long.  $65^{\circ}23' W.$ ; 7th. Lat.  $57^{\circ}11' S.$  Long.  $65^{\circ}35' W.$



# Off Cape Horn bound to the Westward

Saturday Jan. 14th. 1854. The week ending to  
 us has been one continual round of blows and squalls, accompanied by al-  
 most every kind of weather. Last week left us lying to in a heavy gale  
 to the S.W., this gale moderated on the night of the 7th, after we had had some  
 very smooth weather, accompanied by a little snow, and on Sunday  
 we had a strong breeze from S.W. but were steering to the Westward on  
 the 10th and 11th, and on Monday morning we were lying  
 in a calm with rainy weather, but in the afternoon a light breeze sprang up  
 from the N. and with all sail set, we steered S.W., this breeze continued with  
 foggy weather until 3 o'clock on Tuesday afternoon, when the wind hauled  
 to the S.W. and began to freshen, in an hour we were under double reefed  
 topmast and foresail, heading to the S.P.E. The wind moderated that night  
 and hauling a couple of points to the Westward we stood N.W. and made  
 sail. Wednesday a light breeze from N.E. steering S.W. by W. under a  
 sail until 5 o'clock in the afternoon, when the wind hauled to S.E.W. and  
 commenced blowing, gradually bringing in the dimity, and before mid-  
 night we were under a close reefed main-topmast and foresail, head-  
 ing to the S.E. This blow moderated on Thursday and hauled to W.N.W.  
 Setting whole topsails and courses we steered to the S.W. Thursday night  
 the wind hauled to the W. and blew a gale, with drizzling rain, and we  
 commenced to come down to close reefed main-topmast and foresail in  
 afternoon, and fore-topmast and sail hauled to the S.W. and this gale was  
 toward all the night. The same evening we were lying  
 to heading S.E. Last night it subsided considerably, and setting double  
 reefed topsails and courses we stood on a slight tack until this morning  
 morning, then made all sail, and with a fresh breeze from S.W. stood W.N.W.  
 at 10 o'clock this morning the breeze freshening back in the night sails and  
 double reefed the topsails. The weather apparently making for another  
 Cape Horn, all out, this week. A number of sails have been seen recently  
 bound to the Cape Horn, and some were fortunate having got  
 wind but in the direction opposite to which we wish to go. The effect  
 of this was this week as a look with the sight of the 7th steering S.E.  
 and on the 10th steering to the Westward. Several good looks  
 were seen the same day. Monday, three sails were in sight all of  
 them bound to the S.W. There were also in sight on Tuesday and at 10  
 o'clock in the forenoon, spoke and gammed with one of them which  
 proved to be one of our former acquaintances, viz. the St George of New  
 Bedford, she had taken no oil since we last saw her. The gam was a very  
 agreeable one, and lasted several hours. On Wednesday sev-  
 eral sails were seen standing to the S.W. among whom we recognized the  
 ship "Thetis" and the "Hilbert". On Thursday we saw in the afternoon  
 bound to the S.W. and on Friday we saw in the morning they were



## Raise the promontory of Cape Horn

promontory of Cape Horn was raised bearing N. E. W. and distant about 20 miles. The Cape is not very high land. It is a small point of land was visible. This however was seen very distinctly the southern sky was not cloudy in the least. Nothing was known of the appearance of the promontory then, a vessel was seen at about 10 miles distance and not without reason for being on the way. The weather was very foggy and the wind was very light. The submission of the waters at its base. The Cape itself is seldom seen by ships going around as there are a few small islands further to the southward, and ships generally give them all a wide berth. When last seen the afternoon the Cape bore about N. W. between 30 and 40 miles distant. We had an opportunity of observing one of the sudden changes of Cape Horn weather that very night. For before the next morning the light breeze of Thursday had increased to a strong gale and we were lying to under a close reefed main topmast.

Yesterday a black bark, a whaler, was in sight not far to the southward of us, heading to the Southward. Two ships have been seen to day one of them standing to the Westward the other to the N. E. The weather of this week has been rather too equally to keep the sailors employed, otherwise than in taking in and making sail, and of this work they have had a little. On Tuesday morning, having a fair wind, a fore topmast stand was set, but the wind did not long permit it to be carried and since then we have had but little opportunity to carry studding sails. Seeing Cape Horn this week, it was very natural to suppose that it would be out a short time after that, before we could be around it but it seems to be otherwise, for if we occasionally get a breeze that blows along to the Westward we are perfectly certain to have a gale of wind from the Eastward shortly after, and then we are obliged to head to the Eastward again. It would take but a short time with a moderate breeze and a vessel to take us out of this region as we are now in the straits between the Atlantic and Pacific oceans, and have been several days, but the ship to be taken requires a longer leg than we have yet been able to put forth. May the breeze and the weather soon join in our assistance and get us out of this predicament.

Barometer has continued with us sufficiently to enable our situation to be determined nearly every day, and from the observations the following Latitudes and Longitudes have been deduced

From 8th Lat  $55^{\circ}52' S$  Long  $69^{\circ}26' W$ , 9th Lat  $56^{\circ} 9'$  Long  $68^{\circ}41' W$   
 10th Lat  $56^{\circ}26' S$  Long  $68^{\circ}25' W$ : 11th Lat  $56^{\circ}42' S$  Long  $68^{\circ}15' W$   
 12th Lat  $56^{\circ}26' S$  Long  $68^{\circ}39' W$ : 13th No observations were taken  
 14th Lat  $57^{\circ}41' S$  Long  $68^{\circ}26' W$



# Off Cape Horn Bound to the Westward.

Saturday, Jan 21st. 1854. The weather has continued about the same this week as that of the last, but as I have been unable to get some distance to the Westward and Cape Horn will hardly see us again this time I think. The statistics of the weather this week, are as follows: On Sunday morning last, we had just recovered from a South-  
 - in which we had been lying under a close reefed main topsail and  
 - sail; sail was accordingly made, and with a fresh breeze from S.W. stood  
 N.W.W. The weather was squally and the wind increasing; we were un-  
 der double reefed topsails again before night, but in the forenoon the wind  
 - and under all sail as steady N.W. until morning, then kept off  
 - and continued to blow from S.W. all the day, but increasing to night  
 the light sails in the forenoon, and that night hauled to S.W. blowing  
 fresh. On Monday forenoon a gale from S.W. with heavy squalls, came down to a close  
 reefed main topsail and foresail in the forenoon, and hauled the  
 - in the afternoon, ship lying on different tack, through the gale which  
 - until N.W. in the morning, then began to subside. Before night on  
 Wednesday, we had the bark under double reefed topsails and foresail, and  
 were heading to the Westward with a strong breeze from S.W. That night  
 strong breeze from the Westward, and foggy weather, ship heading to the  
 Southward. Thursday again came down to a close reefed main topsail  
 and lay to under it, until yesterday noon, in a strong gale from Westward,  
 then set double reefed topsails and some other small sail, but feeling the  
 - the wind increasing took in the light sails and down the reef  
 the topsails; this forenoon, hauled jib and mainsail, a strong breeze and  
 foggy weather still, but this afternoon with pleasant weather, a fresh  
 breeze from S. and under all drawing sail, we are steering W.N.W. This  
 breeze will I hope carry us out of the currents of any Cape Horn side.  
 I think we have had our share, or at least quite sufficient, of what the  
 - have we been tossed about in gales of wind, and driven in every di-  
 - one direction. Now I think it is time to set out for  
 - No whales of any description have appeared this week; not to  
 - either, for venturing into such a horrid locality. A ship was seen  
 - steering to the Eastward and on the Thursday night, steer-  
 ing in the same direction. Yesterday two homeward bound whalers were  
 seen steering to the Eastward under all sail while we, being bound in  
 the opposite direction, were going to

Our different situations this week, were as follows.

Jan. 15th. Lat.  $58^{\circ}08' S$ . Long.  $68^{\circ}16' W$ .; 16th Lat.  $57^{\circ}56' S$ . Long.  $70^{\circ} W$ .

17th No observation. 18th Lat.  $57^{\circ}37' S$ . Long.  $71^{\circ}42' W$ .

19th. Lat.  $57^{\circ}10' S$ . Long.  $72^{\circ}24' W$ .; 20th. Lat.  $57^{\circ}24' S$ . Long.  $72^{\circ}12' W$ .

21st. Lat.  $58^{\circ}22' S$ . Long.  $73^{\circ}30' W$ .







# In the South Pacific Ocean Bound to Talcahuano.

a cargo of guano. The letters were delivered with the request that they might be forwarded to their respective directors which was promised by the Captain of the "Scotland", as soon as he arrived at his destination. A large ship was observed to day, steering S.P.E.; this and the Scotland are the only sails seen this week. The labour performed on board the present week has consisted mostly in painting boats on the house, and breaking out flour, meat, and other eatables as they were required. The following situations with the preferred dates will show our progress for the week ending to day.

Jan. 24th Lat  $51^{\circ} 1'$  S Long  $75^{\circ} 4'$  W. 25th Lat  $55^{\circ} 34'$  S Long  $76^{\circ} 52'$  W  
 26th Lat  $58^{\circ} 22'$  S Long  $75^{\circ} 30'$  W. 27th Lat  $58^{\circ} 22'$  S Long  $75^{\circ} 30'$  W.  
 28th Lat  $58^{\circ} 22'$  S Long  $75^{\circ} 30'$  W.

The highest southern latitude yet reached by us was on the 21st of Feb. at  $58^{\circ} 22'$  S Long  $75^{\circ} 30'$  W.

Saturday, Feb. 4th. 1834. Since the last entry adverse winds have attended us but the time has been generally accompanied by pleasant weather. Sunday the week opened with foggy and rainy weather, and a fresh breeze from N.W. by W. ship heading N by E. under whole topsails, courses and main top-gallant sail. At 4 o'clock in the afternoon, hauled down the gallant top and double reefed the topsails; wind increasing; at 5 P.M. hauled jib and mainsail, and at 9 P.M. hauled the jib and set the sail, wind then blowing a moderate gale but before morning hauling to the N.W. it moderated. Monday setting all sail, steered N by W. with a fresh breeze from N. which increasing that night brought us down to double reefed topsails and courses all day Tuesday steering N by W with a fresh and squally wind from N. under double reefed topsails and courses. At 8 P.M. hauled jib and mainsail, and wore ship heading S by E. At 2 o'clock Wednesday morning the wind shifted to S.W. and we steered S.W. At 10 A.M. of the same day wind increasing took in the topsail, but continuing to wear, under double reefed main top and fore sail; wind however moderated before night, and at 5 o'clock P.M. all sail was set. Thursday fresh breeze from N. ship heading N.W. under all driving sail yesterday the same until 1 o'clock in the afternoon when hauling off the top-gallant top and ludding sail and set the top-gallant top (ludding), kept on under the top-gallant top, N.W. under all driving sail. After employed through the week in breaking out water and provisions also returning gradually to the old occupation of the Atlantic ocean viz rigging work and sailing. No whales, with the exception of a few finbacks seen on Thursday have appeared to us but the old trade of the Atlantic, in chasing black porpoises, has been successfully pursued to day with some success. Friday



## Arrive at Talcahuano.

were lowered for a shoal of them, but returned again after a short chase without any compensation for their labour. At 5 o'clock this afternoon Black Fish were again raised and chased by three boats, with no better success, this last attempt is, I believe, the last one we will make to catch them. It is very singular we cannot get one out of so many. I have this week got about 1000 fish, but in my opinion and for the sake of our men, as well as for the sake of the fish, it is better to let them go. The great quantity of Chile Squids with us is very abundant.

The weather on the 30th and 31st of January is as follows.

Jan. 29th. No observations taken. 30th. Lat.  $48^{\circ}17'S$  Long.  $79^{\circ}40'W$

31st. Lat.  $46^{\circ}28'S$  Long.  $78^{\circ}33'W$ ; Feb. 1st. Lat.  $45^{\circ}13'S$  Long.  $78^{\circ}47'W$

2nd Lat.  $45^{\circ}24'S$  Long.  $77^{\circ}11'W$  3rd Lat.  $45^{\circ}41'S$  Long.  $77^{\circ}11'W$

4th Lat.  $45^{\circ}41'S$  Long.  $77^{\circ}11'W$

Monday, Feb. 1st, 1844. The weather was

very much improved since our departure from Talcahuano. The wind was light and from the N. E. and we were under full sail. All day yesterday with a strong breeze from the N. E. we steered N. E. by N. and at half past three o'clock in the afternoon, raised the island of Mocha, bearing N. E. distant probably 25 miles. This is a beautiful island, but so far off we were unable to see any interesting

things respecting it. Several humpbacks were seen yesterday, and just as the anchor was down one of them came within range of the gun. It was seen up close to the ship, but did not come within range of the gun. It also occurred yesterday; Charles Cook the steward, on the passage out, failed to suit the shipper in the foremast, and his duty, was sent into the fore-castle to see to it. Foremast hand and Charles Cook from the fore-castle took his situation, as steward; this is the 3d. one since coming out from home, the first change being made the first day out. In cook the changes have been so numerous that I have lost all recollection of them, nearly every man in the fore-castle has been cook since we came out, some of them remaining in office not over two or three days; but I am digressing from the subject. Last night at sundown we were in sight of Mocha. Although the night we had a light breeze from S. and somewhat haze weather, and we steering N. by E. This (Monday) forenoon a strong breeze from S. The main land was in sight nearly all the forenoon, and we were steering to the North-eastward along the land, about 20 miles off shore, this was the highest land we have yet seen. This afternoon the wind was from the S. W. blowing strong and bringing in some light sail. The main land continued in sight and St. Mary's Island was also raised, and at 2 o'clock, P. M. when we were nearest it, it bore E. distant five miles; a small island, but the most fertile I have yet had an opportunity of seeing. At 4 o'clock, P. M.



# The first night in Salchuan Bay.

hauled up both cables and bent them on to the anchor. Ship at that time off the "Papa" two small hills, so called from bearing some resemblance to that article of furniture, we were then but three or four miles off shore and were steering N. E. but soon after began gradually to round the point at the mouth of the Salchuan Bay. At 7 o'clock P.M. we were abreast of "Quinquina", an Island at the mouth of the bay, and the wind then "blowing" strong from S. made it a dead beat for us up toward the town. In the evening we continued beating gently by light breeze and the experience of the night made us somewhat more cautious. With this bay, passed a village called Toney shortly after 7 o'clock, and continued to beat, the wind gradually dying away as we advanced up the bay, until 11 P.M. it was gone then altogether, and we were left in a calm. Nothing then remained for us but to drop anchor, which was accordingly done in 13 fathoms of water, and as no vessel could be seen, about 1/2 mile from the shore. Here we shall lay until morning and then endeavor to get up to town. But we are now no longer at sea, how singular it appears: the stillness of the night at home is more observed, no galling winds, no long waves, no creaking yards and masts, sails are hoisted now, everything is calm and quiet on board. I could now enter into the scene the voice of the night is a low murmur, and the voices of men are heard over the still water. The getting of dogs and the baying of dogs are the most conspicuous sounds of this wilderness of vegetation, but now there is pleasant music in the town. You are familiar sounds and come to me from land. You get now and then the harshness of the dead for the time being.

The glimmering of lights ashore on nearly all sides of us, indicate the presence of quite a numerous population. Nothing has yet been seen so very distinctly in the bay, as we have had no daylight since entering night, but the morrow, anxiously waited for, will no doubt, unfold to us a new and interesting scene, in an unfamiliar country and amongst people with whom we are unacquainted. Thus far from while we were outside the bay, a bark was seen, steering to the N. E. the same direction in which we were steering. A Chilean bark was also seen standing out of the bay, just as we were entering, about 7 o'clock, this evening. It is at present quite quiet, but in the morning, as this port is quite a resort for them, if this is the case there will in all probability be a great number of them on anchor in the bay. I have not yet seen any of them. It is not yet a liberty here, and I think after we have been here some time, it will be a matter of no description. I have not yet ascertained the latitude and longitude, but the latitude is as ascertained to be  $38^{\circ}49'$  S and Long.  $75^{\circ}35'$  W. This afternoon, when we were outside the bay, we found us to be at  $43^{\circ}45'$  S and  $75^{\circ}51'$  W. These situations correspond nearly with our position in relation to the



## Completion of the First Cruise.

land as laid down on the chart at that time. This port therefore lies about  $36^{\circ}30'N$ . and Long.  $73^{\circ}W$ . This, I should think from the foregoing observations was nearly the situation of it.

Thus after a passage of four months and three days have we got into the first cruise. I do not say but that I am young in the business, but little more can be said that I do not feel but we have barely commenced yet, but little dependence is put on getting out on the passage out to the Sandwich Islands. We are now about to sail on the coast of the continent. The voyage for the cruises on the Northern coast is the most to be commenced until the ship arrives there. There they are not to enter the principal part of their cruise, leaving the government there as they pass. It is now to be taken to make a voyage out at the end of the time to be made. I have been told that I shall not be able to do so. I spent a day in the attempt and it was not successful. I shall be the sea.



# Lying at anchor

in the port of

## Talcahuano.



Tuesday Feb 11th 1854 This date we  
 us, after a stop of four days, quite at home in Talcahuano. We arrived at our  
 present anchorage on Tuesday, having lain where we came to an anchor  
 on Monday evening until the next morning; anchor watches were stood by  
 the boatsteerers that night, and at 5 o'clock on Tuesday morning all  
 hands were called, and heaving up the anchor, with a light breeze from the  
 North-east we stood on towards the town which lies to the South-west  
 of us, some five or six miles distant. The breeze with which we started was  
 light and the water smooth, but after about an hour it died away to a dead  
 calm. Three boats were then lowered hooked on to the bark, and were towing  
 her for about an hour until another gentle breath of air came from the North-  
 east and with this at once the bark was moved where we now lay, about  
 half a mile from the town, and it got her in a good harbor of water.  
 For the remainder of that day we had company sufficient; officers of the post  
 boarding and landing from and to the bark, and the land crew  
 all to the ship all very busy and up for a good time from  
 buying a sailors shirt, to filling the ship with provisions.



As soon as we came to an anchor here, the sails were furled and we commenced breaking out provision for our own consumption, and various other necessary articles. The Captain went ashore where he has since stopped, coming on board occasionally, as business calls him. On Wednesday all hands on board and employed breaking out the sperm oil from the lower main hold and cooping it to ship home: in the afternoon a launch came alongside and took it on board ship Mary Ann of Fairhaven, Capt. Tallman, a home-bound whaler. There was sent on board the Mary Ann, six casks of oil, gauged altogether 1195 gals. This was the whole of it, and now we are left without any on board. We will consequently have to come ashore soon after dinner here: also broke out the main hold on Wednesday to stow salt water for ballast.

At 10 o'clock on Thursday morning, the Starboard watch, rigged in holiday attire, went on liberty. As I am yet a member of the Starboard watch, my liberty did not come on this day. Those that were on liberty enjoyed themselves abundantly, four of them got somewhat intoxicated, and being a little nervous, were arrested by the "vigilantes" and confined in the calaboose. There they remained until yesterday afternoon, when by the payment of a fine they were released by the Captain who came on board. The rest of the Starboard watch also stopped ashore one night, charging their revolvers. Thursday morning the Starboard watch was engaged in working at the ground tier and filling it with salt water. Yesterday morning, the Starboard watch, or those of them that were at liberty came on board early and the Starboard watch went ashore to have their day's liberty. I then had an opportunity of breaching terra firma once more, and certainly found it was as agreeable as I had expected. All of our watch, apparently enjoyed themselves much and notwithstanding some of them got slightly "elevated", they are engaged to get off by this morning. The Starboard watch were busy yesterday with the gun, but shot and the articles to take. Today (Friday) the

Starboard Watch have gone ashore on their second day's liberty, those that were yesterday released from the calaboose with the rest, and they, from experience should, have learned something on their previous liberty day. The Starboard sales were today employed in stowing off the after and main holds, putting below what was left by the Starboard watch yesterday. The watch on board do not

complain on board from shore, male and female, and it might naturally be supposed that under such circumstances, no one would wish to risk self to death on board a ship. In the harbor with us there lays about two or three ships both sperm and right whalers some just out from home, some with full's voyage and others homeward bound, comprise the greater part of the fleet the being but one or two merchant vessels in here. This bay affords in a short harbor for shipping, being nearly land locked, by high hills seaward, but land interior. The starboard watch, already spoken of is being across the



mouth of the bay, is of considerable extent and lies about 10 or 12 miles from the town. It completely shuts out the sea breeze from that direction. The bay is of sufficient extent to allow ships to beat about with ease, large and commodious with plenty of water. The breeze has blown ever since we lay here from the southward mostly generally in the forenoon we have a calm or a light breeze which in the afternoon freshens sometimes to a pretty strong breeze, but the intervening land prevents any inconvenience being experienced, let it blow as it will.

Talchuan is certainly a place where a sailor can enjoy himself, or at least every body ashore appear to take comfort. The place would hardly bear a comparison with our Atlantic cities, but it appears just suited to the generalities of the sailor men here they can come ashore and have a good time after being tossed on the billows for many a long month perhaps, and for a while forget all the hardships and inconveniences they have or may experience on the ocean. It is true, a too great overflow of unusual and ardent passions combined may for a while interrupt their amusements and as exemplified by some of our crew lodge them in the calabosse but they have no care on this score; if they get imprisoned they well know their captain will have to take them out before the ship sails and they be rest easy and contented; even in the calabosse they enjoy themselves, all being in a yard together and therefore to some purpose the men's time there. To give a description of Talchuan requires a more extensive acquaintance than any of us have yet been able to form; but a few ideas respecting the appearance of the place may not come amiss. It is the seaport of the city of Concepcion, which lies about 9 miles interior, but I should think derives from that circumstance less a less large than from the view of a whole ship, which are here supplied with all kinds of provision. The town is comprised of quite a number of one store houses mostly raised with tiles, and these from being built near each other quite a large block occasionally being seen; give the place a very city-like appearance. It contains I should think not far from two thousand inhabitants is regularly laid out by three or four streets running parallel with the beach and others running up from the beach crossing the former at right-angles. The length of the town from the beach, I should judge a mile and nearly double its width. The buildings are nearly all of the same simple form, plainly built of wood or stone none being remarkable for size or beauty of construction. The principal business is conducted probably by "jack" go altogether by such names as "brown street" & "black street" at least spanker the street as the streets are laid with brick in some







In Sunday the Starboard watch again went ashore on liberty this was  
 their third day. The Starboard Watch were on board employed stowing  
 down fresh water. Wednesday the Starboard watch enjoyed their third  
 day of liberty. Starboard Watch did little else than black the birds  
 at that day, the weather being somewhat rainy. Thursday, all hands  
 were again kept on duty and employed getting off more fresh water scrap-  
 ing the lower masts &c. Yesterday, Friday the Starboard watch had  
 their fourth and last liberty day. Starboard watch employed stowing  
 down fresh water. To day we had our last liberty, and this has finish-  
 ed for both watches in this port. The Starboard Watch were to day busy  
 breaking out oiling the lower masts &c. The weather has continued  
 pleasant with us all the week excepting Wednesday, we were ashore on  
 liberty then but found plenty of shelter from the rain. Light breezes  
 from the Northward have generally blown in the forenoon, and the  
 sea breeze, strikes in from the Southward over the land in the after-  
 noon blowing gently. Among the arrivals and departures of ships this  
 week are the following which are nearly or perhaps quite all of them.  
 On Tuesday the whale ships Levi Starbuck and Vaulius, and barks  
 West, Cherry and Stafford all of New Bedford arrived, and ship  
 Amethyst of New Bedford sailed for home with 2450 bbls of sperm  
 oil. Same day the merchant bark Thero of Yarmouth, arrived.  
 These arrivals gave us more opportunities to gam, which were improved  
 to a considerable extent. On board the shipwrecked from the destruction  
 services are frequent, and it is not singular that the charms of  
 female society should occasionally interrupt the progress of any work  
 that might be going on. Besides the females of this country are so in-  
 tempting, with their wavy hair, jetty eyes, and voluptuous features that  
 they are rendered almost irresistible. The male portion of our shore  
 visitors receive less attention and are often met with curses than wel-  
 come from the sailors. But the principal object of their visits is generally  
 to get something to eat and perhaps walk off with any small articles  
 they can reach conveniently stuff within the folds of their capacious  
 pouches, for this they receive more sympathy than they deserve.

Yesterday George Weir a Russian was sent ashore in the Starboard  
 watch and has not since been heard of, in all probability he has desert-  
 ed and if such be the case we shall probably see nothing more of him.  
 He stopped in this port as steward but being nearly blind was expelled  
 from that office the day he left home and put in cook, here he stopped  
 a week but being poor satisfaction in that capacity. As he was  
 generally content in his place and he served before the mast, in this  
 situation, the partial loss of his sight rendered him almost useless, and  
 some sense of his inability to perform any duty on ship board he



probably has resolved to desert. He was a good fellow, intelligent and very intelligent, but his misfortune, instead of enlisting sympathy, as is generally the case, was only the subject of ridicule. The captain will probably not receive him. I think it would be difficult to get him here. He is the only one of the ship I think that has any desire to leave her at present, all having high hopes and exalted ideas of future success in our line of business. I hope sincerely that they may be realized to one half their extent; but it will be time enough to think of these things when we are out of sight of land.

We have now, I altogether, eight days of liberty, and in these few days of each watch, all accounts have been squared; the necessary and indispensable amount of broken heads, black eyes, bloody noses, and other wise damaged countenances, has been given and received, several have been put in the calaboose, as a matter of course but some have been in and out several times; the skipper generally paid the fines and sent the prisoners to be set free after their arrest, and then they were all ready for another time. The manner of arresting offenders here is somewhat singular; the vigilantes ride about on horses, and discovering any sailor too unruly they are immediately after him; he naturally takes to flight, but on the vigilante spurs after him, and before he has fairly started the delinquent finds himself "brought to" with a lasso around his body, and away he is dragged to the calaboose if he refuses to go civilly. The vigilantes are generally armed with their sword when they throw the lasso. Several of our men have been brought up in this manner, but they were not arrested without a provocation. A Spanish circus has been in town the last few days but as I did not attend, I am unprepared to give a description of the performers. I saw the company as they passed through the streets on their entry, and that was a sight not calculated to excite much curiosity respecting their performances. A jackass rode by a clown who was cutting up several antics, was in the advance and then followed by a dog with a drum and the entire troupe, as far as I could see. They however elicited much applause from the native population, who followed the imposing pageant "about in crowds, music and dancing in the lower street and the Chinese presented more fascinating attractions than the circus in my estimation. The chinsana is a favorite dance among the people here, and enjoyed by all; it is usually danced by two, gentleman and lady, but more common if they choose, the music is that of the guitar, generally played by a señorita. The guitar is a very common instrument among the ladies; scarcely any of them are without one, and they all understand thrumming them to perfection, can also generally accompany themselves by a song, with remarkably sweet voices.

The members of both watches, as many as choose, have always



stopped ashore the night of their liberty day and come off early the next morning in the market boat, which goes in from us, for meat and vegetables every morning the first thing. It is contrary to the law for sailors to stop on shore over night without a written permit from somebody who should know who which must also be signed by the Captain. Of these permits all hands have each had one which was good for one night only but since then no one has gone to the trouble of getting a permit and all get along just as well without it. There is little danger of being arrested for this as long as decency and civility are observed.

Nothing now being at hand and the men very mostly all employed nothing now remains to detain us here but to get on board potatoes wood and other recruits which will probably keep us here another week or so, no particular hurry there being yet plenty of time for the passage both before the whaling season commences.

There will probably be plenty of opportunities for all hands to go on shore yet but they receive no more money from the captain. This again is but a small consideration for somehow or other money is bound to be raised from some quarter. The sailors can go ashore and receiving a dollar a day (which is usually the amount given for me so I liberally spend five dollars that amount may at first appear small but it also buys shoes, shirts and even other articles for which there is any demand we soon disposed of a mere nothing almost and this furnishes the

for another "time" which is spent as soon as possible and then more articles are disposed of. I expect by the time we get to sea again, the outfits of some from such practices, will look remarkably small. The shop chest then with its exorbitant prices will be their only resource and another large amount will be added to the already unreasonable bills of the sufferers. However "such is life": here is an opportunity offered for enjoyment, the first in some time perhaps the last for a longer and on the principle of enjoying time while it flies, then will go their length. At the end of the voyage their accounts are to appear in black and white and may perhaps exceed even the most liberal computation of the sailors, but what of this! Fuloa is a poor place for merriment of this sort. Especially when ashore among fifteen or twenty ship crews and every possible inducement offered to go in with the crowd. This state of things is not by any means confined to foreign ports alone. The officers are not a whit behind them, and frequently from having a better opportunity in the advance: while ashore on liberty one can observe a lot of them somewhat "elevated", on a public house. Finding signs in the throwing empty bottles at the full ones that were ranged on the shelves behind it. One on breaking the greatest number in the best fellow. I repeat it, "such is life".



Saturday, Feb. 25th. 1854. Still finds us lying in Talcahuano Harbor and biding our time. The week has passed off very pleasantly and interestingly, even more so than might be expected. The weather has been very pleasant and much warmer than that of last week with the exception that no rain has fallen this week. Both watches have been on duty all the week, but notwithstanding have enjoyed considerable liberty. We have taken on board, at different times through the week altogether about seventy-five barrels of potatoes, a considerable pile of mimes. Several boat loads of wood and various other necessaries requisite for our next cruise, and I believe about everything that was wanted here, has been obtained. We are consequently nearly ready for sea, and the termination of another week will in full probability find us far from here. Several arrivals and departures have occurred this week among which are the following; on Sunday last, arrived ship Triton of New Bedford, she came from home with 300 bbls. of sperm oil. Tuesday ship Uranus of New Bedford sailed for home. Thursday ships General Scott and Mercury sailed for the North. These two in going out they passed a short distance from us, we gave them many hearty cheers which were as heartily answered by them. To day the ship Louisiana arrived, eight from the front home with 35 bbls. of sperm. no better off than ourselves.

It is scarcely an evening has passed without a boat load coming to, or going from our bark; the foremast hands are allowed to hunt a boat and coming by merely asking for it, and whenever they get one it is generally filled full. All hands have the good & quiet opportunities of going ashore, occasionally stopping over night and enjoying themselves just as much as though they had been ashore on liberty, and got an "almighty dollar" from the captain.

Money has however been raised, in the manner specified in the preceding entry in sufficient quantities to answer all reasonable purposes. Wednesday, being the 22d of February, and the anniversary of Washington's birthday, was accordingly celebrated by the skippers and foreign residents of the place. A dinner was given at the hotel of Simons, a Frenchman, and at the solicitation of the captain I went on shore that day to assist in the preparation. The steward of ship Gratitude was also there and he and myself were deputed by Simons to superintend the arrangements. The latter was this was given and better suited in both than ~~any~~ <sup>any</sup> on board the ship. Dinner was served at about 4 o'clock in the afternoon and the tables were loaded with luxuries for the palate, both in the eatables and drinking line. Present I should think were about one hundred among whom were the consuls of different nations, the governor in his private dress, and various merchants, skippers and mates of whale ships.



port made up the complement. The affair passed off very creditably. For a while much grub was consumed, and many toasts, relating to various subjects, were drank in champagne and port. A complimentary one was drank to the governor, to which through an interpreter I responded. After a while in drinking the regular toasts, and side healths, occasionally some of the assembly got decidedly "mussy" and drank and sang with as great gusto as ever did a set of jolly tars. Had the immortal Washington seen some of the company toward the close of the ceremony he would certainly have been willing to have them let the day pass unnoticed hereafter. Presumably for the purpose which they did, ostensibly, I should have thought they would have had more respect for themselves and reverence for the "Father of his country", than to behave in such a manner; but they were probably, as a general thing, actuated by the desire of having a "time"; that any patriotic sentiments, should be expressed in such a manner appear ridiculous.

The board of the Gratitude and myself I think enjoyed ourselves about as well as any couple in the crowd. We were of course excluded from circulating in the higher sphere, but we had so little desire to be amongst them as they, to have us, of champagne and claret we killed a few, and having come only with the intention of having a good time no conscientious scruples debarred us from enjoying ourselves to the fullest extent of our respective capacities. I stopped when that night for the first and only time, and after the company had dispersed, somewhere about midnight. Even so the landlord who also had his failings, gave me the whole history of his travels in various countries. But the impressions which I received were not very vivid, and before morning were scarcely, if not quite all obliterated. Where the blessed company of the day went to, I have not ascertained; we separated late in the evening, being bound in different directions, and since that time I have seen nothing of him. The day was passed much more pleasantly than it would have been on board the ship, and was a days liberty ahead of the rest of the crew.

Yesterday the captain shipped a native of this country as a crewman and a free negro, as near as it can be ascertained is John Contrary. From the circumstance it appears the skipper has an idea of leaving here some time or other. I for one am anxiously awaiting our departure, and there are the sentiments of most of the crew. They have all got sufficient liberty to last them another year, and are now ready and willing to leave it any time. The skipper will probably have to stop another year, but to spend at least one year and take his good-byes, and then away they go again to risk our fortunes on the sea.



... from Salcatuano: but I don't to give an account of him, up to the  
 time of our leaving. Nothing of any interest, transferred since the  
 last entry up to that time. The ship Enterprise of Nantucket arrived  
 on Sunday, and yesterday the Bark Clarice of New Bedford arrived. Our  
 crew were ashore but little on those two days, being employed straightening things  
 up for sea. The officers received a visit on Sunday from the ...  
 of ... in ... and they were ... by their guests  
 and had quite a chingana in the ...  
 only for the quality of the visitors; scarcely a day passed while on port but  
 that we were visited by females, all of whom ...  
 board ... more ... and then  
 we were all ready to go, accordingly at ... the ...  
 hands turned out, and "hove short", ... the ...  
 had been having fresh breezes from the ... and this day  
 did not fail us this morning: we consequently ...  
 ter "heaving short", we were waiting only for the arrival of the ...  
 board. Many of the ships upon leaving ... without the  
 skipper, also keeps his ship lying ... perhaps ...  
 for him, but there was none of this in our case. At 10 o'clock ...  
 the skipper came on board and then the anchor was immediately taken up  
 topsails loosed, ... down the bay with ...  
 ... of joyful ... perhaps ...  
 on board who came in with us excepting  
 the ... a hard matter to catch a deserter ...  
 wake. A singular instance of desertion ...  
 which was as follows; a boat-steerer belonging to ship ...  
 being dissatisfied with his situation ...  
 ... was apparently ...  
 And rode out to Concepcion that day, and coming back at night ...  
 on board ship Enterprise of Nantucket ...  
 for home ... This was ...  
 pretty sleek but I suppose there are plenty of ...  
 Prussian having been replaced by the ship ...  
 have as many men as ever.

The crew of the Arab ...  
 decidedly; no one could deny but that they ...  
 they were generally acknowledged to be ...  
 days about, and up for anything, and ...  
 day from being behind; some of them ...  
 all the time, and thus they effectually ...



a frequent lodging place for them. but this scarcely checked them at all. Upon being released they were just as bad as ever. four of them were once brought out of the calaboose, in charge of the vigilantes, who were intending to set them to work upon the road for their misdemeanors, but in this they were deceived, for the prisoners, refused point blank to so much demean themselves. the vigilantes finding they could not compel them to work, ordered them to walk around town a while, and meeting plenty of friends to "beat" them they at last all got drunk and went to fighting amongst themselves and the vigilantes had to take them back to the calaboose again. they were shortly after released by the captain who kept no one in there long; much more considerate in this respect than many of the skippers. At all events, I think our crew have all left in good repute amongst the shore folks generally, and no doubt if we visit the port of Talcahuano again this voyage with the same crew, they will be immediately recognized as belonging to the Bark Arab.



# The Land or Arctic Cruise,

from Talcahuano to

Tumbes, Peru



Saturday, March 4th. 1854. This date finds us once more, far, far at sea. Leaving Talcahuano on Tuesday last, with a fresh breeze from the Southward we stood down the bay to the Northward, and had an opportunity of observing the scenery on shore which at our entry could not be distinguished through the darkness. Tomey, a small village on the Eastern shore was passed before noon; at this place there are quite a number of flour mills and one or two small crafts were observed lying in there, probably waiting for a cargo. Piriquina was also passed, and immediately after clearing this, the breeze blew fresh from the S.W. and we stood N.W. under all drawing sail. At 6 o'clock that afternoon, while passing south of the point, a couple of jaguars were seen, very large, and after watching them some time, we saw the first of a small boat, and about 10 minutes later the second one, and about 10 minutes later the third. They were all small, and accordingly came on board, when we again kept off to the N.W. If the boats had been lowered for these whales as soon as they were seen, one of them might possibly have been struck; but in delaying to lower, the boats were too late. At 11 o'clock the boats were brought to



the Southeastward, probably thirty five miles distant, that was the last we saw of it. Wednesday morning we were at sea, and that day the wind shifted to the S. E. Several humpbacks were seen in the forenoon of the same day. Ever since the hauling out to S. E. we have had fresh breezes varying from that point to S. E. these are probably the S. E. trade winds, which blow in these latitudes. Pleasant weather has accompanied these breezes all the week. The course from the time we left Quirigua until the present day was N. W. but it was this afternoon changed to N. W. by W. Ship under all drawing sail all the time a lower studding sail having been bent and set to day in addition to the fore topmast. The ship bent off Cape Horn. The watermen employed occasionally at their old trade of making spun yarn, just to keep in practice, but next week various branches of our business will probably receive attention. Quite a number of Pinbats were in sight plus on Thursday and yesterday, and this Saturday, forenoon a shoal of black fish were raised but having a fair wind and a strong breeze we did not stop to bother them, or rather to let them bother us, for a failure would have been almost certain if we had chased them.

St. Felix, a small low island and uninhabited. I believe was also raised this forenoon, bearing W. by S. distant about twenty five miles. We passed along to the Northward of it, and this afternoon when we were nearest to it, it bore S. W. and was about seven miles from us.

After leaving port we are once again getting reconciled to a life on the ocean wave, and after all it seems as much of a home as the shore does. The love of the sea which the sailor is said to perceive is after all, not altogether so much gammon as the poet's impression might lead one to imagine, since bidding adieu to Talcahuano the sea appears more than ever like home. The initiatory process is no doubt very disagreeable, and could the green hand be transported to terra firma when the horrors of sea sickness are upon him, in all probability he would immediately quit the sea and give up the idea of ever becoming a sailor. The youngsters with this diabolical mutability have lately been occupied in the care of the homing shifted in Talcahuano, he has cast up his accounts with Davy Jones, with a vengeance, ever since he left port not having got entirely over it yet.

The following Latitudes and Longitudes have been obtained since we sailed from Talcahuano.

Mar. 1st. Lat.  $33^{\circ}38'S$ . Long.  $76^{\circ}44'W$ ; Ind. Lat.  $31^{\circ}10'S$ . Long. not obtained.

3d Lat.  $28^{\circ}18'S$ . Long.  $81^{\circ}30'W$ ; The Chronometer was to day at St. Felix ascertained to be little more than five minutes too slow, and the foregoing Longitudes are therefore probably about 50 miles to the Westward of the true Longitudes at the respective times of observation.



Saturday, Mar. 11th. 1854. All of this week we have had fresh breezes blowing from S. E. altogether, scarcely varying half a point, and blowing so steadily as to render the starting of tack or sheet unnecessary; ship under all drawing sail and steering, until Wednesday N. W. by W.; for a couple of days we then steered N. W. by W. in W.; yesterday steered N. W. by W. and to day, again the course was changed to N. W. by W. in W. The anchors employed through the week as a rule, were the 12 lb. and 15 lb. ones, getting rigging all over the ship, and the sails for a variety of purposes. Oiling the lower masts &c. also repaired the spanker, unbent the foresail and bent an old one instead, and on Monday bent and set a main royal which has been carried ever since. On Wednesday saw a bark steering to the Southwestward, this is the only one seen this week. As no description of the piscatory class mammalia have been made we have consequently had pretty lonesome times, and been left to reflections concerning our future prospects. There appear to be encouraging so far, we are having a fine, clear wind and extremely pleasant weather. This is all that can be expected at present; as long as we can make a good passage over the ground and through the ice, it is the only advantage that can be expected. We may possibly have an opportunity of catching a whale before we arrive in the Northern seas, as sperm whales are occasionally seen all along the route which it is the intention to proceed in. Our destination I believe, is the Arctic ocean, a whaling ground where ships have been doing remarkably well ever since the whales were discovered there. This was but a few years since, in 1847 I believe, a Capt. Royce entered the Framtschal Sea and there found the species of whales called bowheads, lately so much sought for. Ships have since penetrated through Bhering's straits into the Arctic ocean, and there amid snow and fields of ice it is our expectation to get a reasonable quantity of bowhead oil. On the passage to these regions we shall probably pass through the Sandwich Islands, and lay off and on at them looking for letters and news from home. By the time we arrive there such news will be very interesting. It now seems a long time to be without receiving any information from friends and home but in no business perhaps, in such a profession so seldom receives it as in that of whaling. However the path has been chosen and we must follow its windings for a while at least.

The Latitudes and Longitudes of the present week are as follows

Mar 3th Lat 24° 25' S. Long 81° 01' W. 4th Lat 23° 40' S. Long not obtained  
 5th Lat 19° 55' S. Long 74° 27' W; 6th Lat 18° 21' S. Long 66° 38' W.  
 7th Lat 17° 52' S. Long 60° 41' W; 10th Lat 16° 30' S. Long 50° 40' W  
 11th Lat 15° 05' S. Long 92° 50' W.



Saturday, Mar. 18th. 1854. With scarce-

ly any variation the wind has continued to blow steadily from S.E. all the time which also being accompanied by a tremble pleasant weather has afforded us still continues to afford us a very pleasant passage. It might be supposed such excellent weather is not allowed to find the sailors idle. They have been very busy all the time employed in setting up and otherwise fitting the rigging various parts of the ship, repairing old sails &c. From the commencement of the week until yesterday we were steering N.W. by W. & W. but yesterday this course was altered to N.W. by W. and to day, having hauled up another half point, the course is N.W. & W. ship under all drawing sail the whole time, and getting along about as fast as she has at any time since leaving home. On Wednesday morning a slight incident occurred which seemed to disturb the foregoing monotony of the scene. At 10 o'clock A.M. a school of blackfish were raised, and lowering three boats they started in pursuit of the wandering vagabonds but the result may be anticipated; of course after hunting, chasing and chased they were finally obliged to return to the ship with the same success that has attended every attempt of the kind. At 4 o'clock in the afternoon of the same day blackfish were again raised and notwithstanding the reluctance of the crew, three boats were again lowered but after chasing for an hour, they again returned unsuccessful. Blackfish are now generally voted a nuisance, and well they might be. Eleven times have we now lowered for them and not one has been brought alongside yet. Some might be sufficient to stuff any room. The sailors find that it is of no use for us to endeavor to catch one any longer. More important game was raised on Thursday but alas! no better success attended our efforts to capture it than we had previously been blessed with in blackfishing. This game was embodied in the shape of two sperm whales, that were first discovered at 4 o'clock on Thursday afternoon, and were hurried to be going rapidly to the windward, at that time. All three boats were lowered and pulled to the windward in the direction the whales were going while up but although they pulled three miles nothing was seen of the whales after the boats lowered. This is the fifth time we have seen sperm whales, but only on one of these occasions have we been fortunate enough to take one. This is also somewhat discouraging but I cannot be denied that this has been the result of our efforts that we have been unsuccessful. On no occasion have there been a chance of a sight except on the Atlantic or in when we got two of them. It is impossible for any boat to strike a whale that is under way. It is only by chasing him, if a whale is seen to take to land there is but few instances of men that can compete with him, and a



whale boat pulled by five men is as strong as being one of them. It would stand a fair fight in chase of a sperm whale if it were not for the fact that we must congratulate ourselves on being as fortunate as we are and hope to be more successful at some future time. As we are now fast getting along toward the equator the trade winds will be blowing us to the South before long, but we have got an excellent start so far and when the wind fails us, it will be time enough to grumble.

The Latitudes and Longitudes obtained this week are as follows. Chronometer having been rated at St. Felix island: and the Longitudes are therefore probably not far from being correct.

Mar. 12th. Lat.  $13^{\circ}46'$  S. Long.  $95^{\circ}03'$  W.; 13th. Lat.  $12^{\circ}16'$  S. Long.  $97^{\circ}05'$  W.

14th. Lat.  $10^{\circ}54'$  S. Long.  $98^{\circ}54'$  W.; 15th. Lat.  $9^{\circ}35'$  S. Long.  $100^{\circ}54'$  W.

16th. Lat.  $8^{\circ}14'$  S. Long.  $102^{\circ}49'$  W.; 17th. Lat.  $6^{\circ}43'$  S. Long.  $104^{\circ}23'$  W.

18th. Lat.  $5^{\circ}05'$  S. Long.  $106^{\circ}33'$  W.

Saturday, Mar. 25th. 1854. We have this week been very unexpectedly favored with breezes that have allowed us to proceed on our course without interruption or delay. The breeze from S.E. continued with us, blowing light until Tuesday, when being Talcahuano, until that time this breeze continued to blow steadily all the time so that no hauling, reefing or changing yards was necessary. On Monday the wind was somewhat squally but light, and on Tuesday it began to flag a little and hauled to the Southward, and was accompanied by considerable rain. This was the first unpleasant weather of this cruise. The wind continued to blow gently from the Southward until Wednesday, about noon when it again shifted to S.E. continuing light, from this direction it blew until Thursday then shifted to the Southward again, and it remained until night and then died away calm. Calms and light puffs from the Southward continued that night and yesterday morning. At the expiration of this time we took a light breeze from the Eastward which this morning hauled to S.W. and this afternoon again hauled to E. The rainy weather of Tuesday, already mentioned is the only exception to pleasant weather since leaving Talcahuano. The course of the week has been somewhat various, on Monday we were steering S.W. Monday N.W.W., Tuesday and Wednesday S.W. by W. Thursday N.W. and yesterday and to day the course has been N.W.W. ship under all drawing sail the whole time and doing very well considering the breeze. The patches have employed themselves this week strange to say, in comparative idleness, little having been done with the exception of getting a new standing sail. This state of things is almost unaccountable, and to what cause it is to be ascribed I hardly know, unless it be a scarcity of something to



do and if so I believe it is the first time we were ever at a surplus.

No whales of any description have been seen for a week past but the intolerable Blackfish have been around for no other purpose except it be to cheat the sailors out of a watch below and laugh at our foolish attempts to catch one. The first shoal made their appearance on Monday shortly after noon three boats were lowered, chased them awhile and then returned to the ship of course unsuccessful; but hold yer whist as the Irishman says, the day's work was not yet over; at 4 o'clock in the afternoon of the same day another shoal, or perhaps the same ones, showing us up to show in what utter contempt they held our blackfishing abilities, was discovered and away three boats started after them again and by considerable manœuvring the mate at last succeeded in striking one. Here then at last the desideratum was accomplished: we at length had a Blackfish, and curiously respecting the animal was at length about to be satisfied, alas! no! the iron was scarcely into the Blackfish before out it came again and again our lugs were blasted; the boats then returned to the ship, crews out of all patience and with good reason too. This was the thirteenth time that we had lowered for Blackfish and in these thirteen times it has been our extraordinary fortune to get just to two from one of which it became necessary to cut through losing an iron, which was worth nearly as much as the Blackfish, and the other was the one from which the mate drew. Thus by last after such a demonstration as the preceding illustrated it cannot fail to appear evident to the meanest capacity that our success in this line of business is doomed to be Long inferior kind. Dame Fortune on the soil appears to smile; some would not be so sure as she then have taken Blackfish under their special protection, why the Lord should treat us so unfriendly (if he is interested in the matter) is very singular. So we all serve him only too well and for this reason he should exercise his influence in our behalf respecting Blackfish; but let them pass with look for larger game, and thus conclude it that by and bye.

On Thursday a fellow wanderer was observed in the shape of a ship which was steering to the Northward. At 1 o'clock, this (Saturday) afternoon a boat in charge of the 3d. mate went on board the Polina over boat ship Galaxy of W. H. W. W. which had been visible in the forenoon. He was ascertained to be twenty three days from San Francisco bound to Silpago. He had found a leak and after leaving San Francisco and they reported themselves as still being in very bad condition but that what they would be able to reach the harbor the first for they were obliged to keep on operating in the night. The boat remained at the Galaxy long enough to get goods and then left.



of San Francisco papers, have a short gam and so on then returned. The sight of a ship once in a while, is very agreeable, and serves to render the passage more pleasant. They are less frequently met with than in the Atlantic ocean. For there we saw, one and sometimes two or three almost every day. The two seen this week are the only ones I believe that have come in sight of us since we left port. The late favorable winds have pushed us along much faster than we had dared to hope and we are now contrary to the expectation of last week in the North Pacific ocean, having crossed the Equinoctial line yesterday, the 24th in Longitude of about  $114^{\circ}$  W. Old Neptune does not generally stray this side of Cape Horn I believe it is therefore not surprising that nothing was seen of him. The following situations with the prefixed dates show our progress for the present week; Longitudes on several days have not been obtained, as they would have been of no particular advantage.

Mar. 19th. Lat.  $3^{\circ} 26'$  S. Long.  $108^{\circ} 41'$  W.; 20th. Lat.  $2^{\circ} 46'$  S. Long.  $110^{\circ} 31'$  W.

21st. Lat.  $2^{\circ} 20'$  S. Long.  $112^{\circ} 04'$  W.; 22d. Lat.  $1^{\circ} 50'$  S. Long.  $112^{\circ} 34'$  W.

23d. Lat. and Long. not obtained.; 24th. Lat.  $5^{\circ}$  N. Long.  $114^{\circ} 14'$  W.

25th. Lat.  $1^{\circ} 17'$  N. Long. not obtained

Saturday April 1st. 1854. The termination of this week and the commencement of another month has brought no particular good fortune for us with it save that we are a little further on in our journey. Light breezes from E. S. E. accompanied us on Sunday, and with them we were in the forenoon of that day steering N. N. W. but in the afternoon kept N. W. on Monday forenoon the breeze of the preceding day hauled to the N. E. blowing light, and continued to do so until the next day and ever since then we have had it equally from N. E. with strong breezes frequently. These winds are most likely the N. E. trades, but we look them in a very low latitude. On Monday we were steering N. W. Tuesday N. W. by W. and under a drawing sail, but on Wednesday the squally weather brought in the top sails and studding sails; on that day we kept off W. by N. Thursday kept off W. by N. by N. and that night had strong rain, which rendered it necessary to take in the light sails and double reef both topsails, yesterday the ship was at anchor and setting whole topsails and main top gallant, steered W. by N. Today we have been steering the same course under all drawing sail. The weather has been pleasant with the exception of yesterday when considerable rain fell, but this is not very disagreeable in these latitudes. Watches not very busy this week just working a little occasionally, performing any odd jobs that happen to become necessary. No species of whales and thank goodness, none of those intolerable pests viz. Blackfish have bothered us this week. The chance of getting a 'cannon' whale before arriving



at the Sandwich Islands, now begins to look rather slim, but we have the season North to fall back on, and can get along without one.

On Monday last an endeavor was made to exterminate the legion of rats with which the ship is infested but it proved utterly futile. At 7 o'clock in the morning on Monday the operation commenced. The requisite amount of provision, necessary to last all hands during the siege, together with whatever articles were necessary to minister to the general wants, comforts or convenience of the crew, was brought on deck, and then commenced the performance of hermetically sealing up the hatches and all cracks and crevices that were capable of admitting the least supply of oxygen to the unfortunate besieged. A lamp was lighted in the cabin and placed where it could be seen in order to observe when carbonic acid gas predominated sufficiently to destroy life. The lower deck hatches were opened in order to allow the deadly poison about to be generated, to have free access to all parts of the hold. Vessels containing charcoal and musketballs were placed between decks, and when every thing was ready these were ignited, and the gangways closed and sealed in the same manner that the other openings were, viz. by pasting paper over the crevices. Everything being then going on according to the general desire, the pilot was sent in to employ the watch in repairing it. A tent had been erected on the fore-castle and here the watch below reposed, under an old sail. We saw a bark that forenoon standing to the Southward; she passed but a short distance from us and set her colors, but our colors & spy glass had been left below, we therefore could neither answer her signal or ascertain what nation she was. They must have thought we were a queer set, and totally devoid of manners, but they knew not what horrors already was being perpetrated on board of us. The day wore on, the light in the cabin was no sign of a fire in the hold and at 4 o'clock in the afternoon it was thought a sufficient time had elapsed to destroy all the noxious vermin below, if there was any virtue in the operation that was going forward. Accordingly at 4 P.M. the hatchways were opened; but a very slight sulphuric smell pervaded the atmosphere, and fears were at once entertained that the proceedings of the day were of no avail, proceeding below there apprehensions were corroborated the fires were all out and evidently had been for some time and around the vessels of water that had been placed below for the rats to quench their raging thirst nothing was observed to denote that anything had occurred to drive the rats there to cool their parched lips, dry down, and escape fire. We had some time since been wholly unaware that the rats were continuing with us in undiminished numbers, as not a single article in the catalogue of their depredations has been removed. The failure of this attempt to annihilate the rats was probably owing to the bad quality of the charcoal which refused



to burn; had the charcoal been consumed it could scarcely have failed to produce the desired effect. Another attempt will probably be made at some future period when better materials can be obtained. On Tuesday saw a land stretching to the N.W. bound probably to the Sandwich Islands. Singular we do not fall in with some whale ship along here with which to have a gam; but the breeze we have at present, being no doubt the N.E. Trades will before long carry us where we are sure to have an opportunity of seeing land once more, a land too that is said to be particularly rich in fowl and although few can have the privilege of going ashore there, yet to look at it from the ship will be some satisfaction. The N.E. trades appear to be rather more boisterous than the S.E. trades which we left the other side of the line, but they are rapidly taking us along towards our destination, and that is as much as can reasonably be asked for. As long as we have a fair wind and plenty of it, it is all sufficient for a few weeks longer. The Latitudes and Longitudes that have been obtained this week are the following:

Mar. 26th. Lat.  $2^{\circ}36' N.$  Long.  $115^{\circ}19' W.$ ; 27th. No observations were made.

28th. Lat.  $5^{\circ}11' N.$  Long.  $118^{\circ}36' W.$ ; 29th. Lat.  $6^{\circ}42' N.$  Long. not obtained.

30th. Lat.  $8^{\circ}07' N.$  Long.  $123^{\circ}04' W.$ ; 31st. Lat.  $9^{\circ}15' N.$  Long.  $126^{\circ}13' W.$

April 1st. Lat.  $10^{\circ}07' N.$  Long.  $129^{\circ}06' W.$

Friday, April 5th. 1854. The termination of this week finds us still rapidly travelling under the influence of fresh trade winds from N.E. these have occasionally varied us all the week but blown somewhat unsteadily as sometimes a strong light breeze at others strong breezes and occasionally very squally winds. On Sunday last we were steering W. by N. with studding sails set, but the trades freshening at us, we were obliged to douse these also to haul in the top sails and double reef both topsails, on Monday all sail was again made and since that with the exception perhaps of having to haul in a studding sail for a squall occasionally we have been under all drawing sail, steering until this day W. by N. but on that day kept off W. N. W. which has been the course ever since that time. The weather as regards sunshine has been very pleasant all the week but the unsteadiness of the trades render it otherwise somewhat disagreeable. The watermen were at length got regularly started again in the old and familiar operations of fitting, pegging, making open yarn sunset &c. I thought they could not be long kept idle. On Wednesday forenoon the ship was suddenly found to be amongst a school of blackfish, a school of course called blackfish pretty badly, and the boats were sent out to harpoon them. This was a lucky but altogether, for if they had been seen in time to lower for



When it would have been only with the certainty of making a failure of it. Therefore I think it was just as well that we ran through and galloped them with the ship. It would be advisable to try this plan with the for the future for by us; besides saving our credit a great deal of labor would also be saved. No whales of any description have made their appearance. I think it queer that we cannot see a fish back occasionally in the water when we were in sight about every day.

Not a sail has been observed either this week to cheer us on our solitary path but the arrival at the Sandwich Islands is expected to take place in a few days and anxiously looked for to dispel the recent gloominess of our passage. God grant that it may bring news of us intelligently. In serious character, still this is far from being impossible, a period of more than six months has now elapsed since we left friends at home and nothing has since been heard of them how many changes take place frequently, in such a short space of time! could it then be singular that, among so many as there are congregated on board here some of us should receive sorrowful news; such intelligence may even now be awaiting our arrival but hoping for the best let us proceed.

Our different situations through the week, have been as follows.

April 2nd Lat.  $11^{\circ}03'N$  Long.  $132^{\circ}51'W$ ; 3rd Lat.  $11^{\circ}39'N$  Long.  $134^{\circ}35'W$ .

4th Lat.  $12^{\circ}27'N$  Long.  $137^{\circ}52'W$ ; 5th Lat.  $13^{\circ}28'N$  Long.  $140^{\circ}49'W$ .

6th Lat.  $15^{\circ}0'N$  Long.  $143^{\circ}49'W$ ; 7th Lat.  $16^{\circ}30'N$  Long.  $146^{\circ}54'W$ .

8th Lat.  $17^{\circ}54'N$  Long.  $149^{\circ}58'W$ .

Saturday, April 15th 1854. The N.E.

trades still continue to accompany us and blow blows pretty fresh all the week, sometimes in squalls but they have allowed us to carry all drawing sail the whole time. This as might be supposed has been showing us along quite rapidly and such is usually the case for the Sandwich Islands have at length been passed, and are now far behind us. On Sunday last, with strong breezes we were steering W.N.W. that night a light breeze set in and this is the only change to pleasant weather this week. Monday with strong breezes steered W by N in the forenoon and hauled up to W.N.W. in the afternoon; continued steering this through that night, and on Tuesday morning at 6 o'clock, the long island of the Pacific was at first seen & then distinct upon our observation. This was Hawaii the largest and southernmost of the group celebrated for the famous volcano of Mauna Loa; from this island the group is also called the Hawaiian Islands, when first discovered the North point of Hawaii bore S.W. from us and was judged to be distant about five miles. This is very high land, and the top of Mauna Loa, I suppose was distinctly visible in a white haze, but no signs of a volcanic eruption



were visible, we were steering W. by N. all that forenoon and consequently did not get much nearer Hawaii, than when it was first raised. It was hidden from us all, until before noon, by dense clouds of fog and rain which overhung it. At 10 o'clock, the same forenoon, the island of Maui, next in size to Hawaii was raised, bearing W. distant thirty-five miles. We still continued steering W. by N. along the Northern shore of Maui, passing at a distance of about three miles when nearest to it. This island is also of considerable height, and as we passed along marks of civilization were easily distinguished on shore. Bamboo huts, and cattle grazing on the mountain side were seen in abundance. Molokai and Lanai, other islands of considerable size also bore in sight on Tuesday afternoon; Molokai lies to the N. W. of Maui, and the passage between them is probably fifteen miles or so in width. Lanai lies to the West of Maui and Southward of Molokai, all three being about the same distance from each other. On Tuesday night we were running through the Paolo Passage to the Westward. This passage runs between Molokai on the one side and Maui and Lanai on the other. A light breeze from the N. E. attended us that night, with the exception of an hour's calm towards morning, after which the wind again blew gently from the N. E.. At 6 o'clock on Wednesday morning the island of Oahu was distinctly visible to the Westward of us. seven sail of vessels were also raised about the same time, all of them apparently bound to Honolulu. The breeze soon after freshening a little the old bark took a slight start and at 10 o'clock we had begun to draw considerably on Oahu, passing along the Southern side of it, groves of cocoa nut trees filled with bamboo huts, houses and horse women, gaily galloping along the beach soon became visible as we passed but a few miles off shore and with a glass everything could be distinguished. The beach. Diamond Head a bluff situated eight miles to the Eastward of Honolulu was passed and then the town itself was all in plain sight. At noon we had arrived opposite it, and at that time the captain accompanied by the 2nd. mate, took a boat crew and went on shore for letters &c. The mate then left in charge of the ship, was to lay off and on until the arrival of the captain on board again, and we on board then had an opportunity to observe the general aspect of things, at a distance. When the captain left for shore, we were probably three miles from the town; The harbor lies inside a reef, and through the passage we observed the boat go, then our attention was directed to the town and surrounding country. Our running parallel lying off and on extended along the beach off shore as far to the Eastward as I am not dead then back towards the town, it was only on the occasion of being at the extent of our course in this direction that a good view of the place could be obtained. When as we were some three miles distant nothing could be observed except, which however enough could be seen to give us some little idea of the general appearance of the place on shore. Honolulu is the capital of the islands, the residence of the King, and court and most important place of all the towns in the group. Thus much our only knowledge of such a place as this must naturally be supposed to them to have some respectability, judging from its appearance. That



to us where we viewed it I should think it might have some pretensions of that sort. It is a town of considerable size and composed of many respectable buildings, interspersed of course with innumerable Kanaka huts, conspicuous among the buildings were one or two churches, the palace of the King &c. The town is very pleasantly situated at the base of surrounding hills, at the head of a small cove which forms an excellent harbor for shipping of the largest class. The adjacent country has an appearance of luxuriant verdure which is rendered more pleasant by many neat dwelling houses situated here and there on the gentle slope towards the hills. The place appears compactly built and altogether has much the appearance of a town in the United States. It is rapidly growing, and in a few years will no doubt compete with many of our Atlantic cities in all respects. Hundreds of whalers visit here every year besides many merchant vessels from all countries. The beach to the Eastward of the town is lined with coco nut groves, and a continual string of native residences mostly the abode of fishermen. Canoes and canoes are occasionally seen paddling along the beach the Kanakas paying little or no attention to sail but going over and through it with much skill. Diamond Head as before mentioned lies about eight miles Eastward from Honolulu. This bluff has every appearance of being what it is generally considered to be viz an extinct volcano; it is of no great height but has a picturesque sort of an aspect, appearing nearly of a circular form, probably eight miles in circumference the sides being very steep and forming at the top, apparently what was once the confines of a large crater, but has now been extinct for ages. It cannot fail to attract the attention of the passer by, bound into Honolulu.

We continued lying off and on in company with some six or seven other vessels, all whalers, until 6 o'clock Wednesday evening and at that time the captain and boat crew came on board; we then spread away and steered N.W.; seven other sails were in sight steering in the same direction. At 10 o'clock on Thursday morning the island of Hawaii was visible to the Northward of us some 15 or 20 miles distant but the trades blowing freshly we soon sailed out of sight of it, several of the sails that accompanied us out on the preceding evening were also in sight on Thursday morning. Our course has ever since been West and under all breeze we have been rapidly getting over the ocean on that direction. The watches have been employed but little this week merely in making out whatever provision and such things were necessary for use. Nothing in the piscatory line to interest us has been visible this week but we now soon expect to be in a lively country.

The captain of the *Florida* found quite a number of letters for several of our crew and for our own store with one except all of a favorable opinion for the *Florida* to be at the intelligence for the mate.



rich exceeded even the worst anticipations: he received news of the death of a young and lovely wife, whom he had married but a short time before coming away and left in perfect health. She had died but a few weeks after we quitted White. I visited to her friends. The poor man went nearly distracted about it and has been scarcely fit for anything since. convulsions of a very singular nature had visited him frequently, until lately but he is now a little better in these convulsions. one evening muscle was strained to its utmost tension his hands firmly clenched and jaws so tightly shut that the teeth were continually grating over each other the limbs were as rigid as a bar of iron and could have been about as easily bent. He was insensible during these fits and when they left him, which they would always do suddenly, every muscle in an instant relaxing he would be completely exhausted but from this prostration would perhaps start up in a rage and follow some imaginary object all over the cabin with a wild look. When sensible during the time he had these convulsions his grief was intense he desired the captain to leave him at Honolulu and said it would be useless for him to proceed further in the bark as he would be worthless he even begged this as a favor, but was persuaded to abandon the idea at last: he is now quite rational though very weak.

It was my intention and I had even given the promise to forsake the duties of a cabin boy at the islands, and take up my abode in the forecabin as a foremast hand, but the mate in his sickness wished me to stop and take care of him awhile, this I could not refuse, and have since been persuaded though much against my will to remain in the cabin during the season. Both, many advantages were set forth by the skipper to influence my determination but these had little weight, and I have concluded to stop rather to please him and the mate more than from any desire of my own. The life of a foremast hand, as far as I have had an opportunity of observing, has ever appeared to me less laborious and one of more enjoyment than that of a cabin boy, and for these reasons it has always been my desire to live in the forecabin. It is true I enjoy many privileges that are denied to the foremast hand but these I think are overbalanced by many considerations, and perhaps the idea of independence associated with being a sailor is considerable to do with it; the mate has frequently told me that this is the only reason that I wish to go forward, in this however I think he is mistaken. A few months longer will see me even all this though, for after leaving the Arctic I am determined to resign my present commission, if by so doing all hands are displeased.

The weather still continues pleasant with us and with a favorable breeze we are making a tolerable passage our course for a while is to the Westward until arriving as far as it will be profitable to go with the trade by this, we are certain of a good breeze for a while, and leaving the trade I have sail to the Westward, we have less distance to run in latitude



where less dependence can be put in having steady breezes from any direction for any length of time. Observations taken this week previous to Wednesday gave somewhat erroneous longitudes, but at Honolulu, on Wednesday, observations were taken by which the chronometers have since been ruled and the longitudes obtained since that time may consequently be considered nearly correct. The latitudes and longitudes are as follows.

April 9th. Lat.  $19^{\circ}02' N$ . Long.  $152^{\circ}03' W$ ; 10th. Lat.  $20^{\circ} N$ . Long.  $154^{\circ}14' W$ .  
 11th. Lat.  $21^{\circ}20' N$ . Long.  $156^{\circ}26' W$ ; 12th. Chron. Long.  $158^{\circ} W$ . Lat.  $21^{\circ}12' N$ .  
 13th. Lat.  $21^{\circ}20' N$ . Long.  $159^{\circ}31' W$ ; 14th. Lat.  $21^{\circ}38' N$ . Long.  $162^{\circ} 1' W$ .  
 15th. Lat.  $21^{\circ}58' N$ . Long.  $163^{\circ} W$ .

Saturday April 22d 1854. Fresh N.E. trades occasionally varying a point or so have accompanied us all the week, and still continue with us. In the night of the 13th ult. we had the trades squally and rain fell copiously; it became necessary to furl the topgallant sails in this breeze: cleared W. all that night, and on Sunday forenoon hauled up N.W. but in the afternoon again kept off W. Ship under whole topsails and courses all day and night Sunday. Monday, the breeze moderating topgallant sails and studding sails were again set: ship steering W. she continued to be the course, ship under all sail, until 4 o'clock Tuesday afternoon when she was hauled up N.W. by W. and this has been the course until this (Saturday) afternoon when it was again changed to N.W. The weather ever since the night of the 13th has continued pleasant and uninterrupted by a single rain squall. The watches have been pretty busy through the week employed breaking out, on different occasions, bread, water, dried apples, coffee, tea, towline, beans and other articles too numerous to mention, also hurried in fitting rigging, fore and aft, repairing sails, and coiled down a cask of towline, to be in readiness for use when the boatheads up North shall have taken all that is present in the boats aboard! All this has kept the sailors very busy, but as we are now approaching cold weather once more, they will soon have a resting spell, as regards such work as just mentioned.

Not a single sail, whale, or blackfish has appeared this week, to create the least imaginable excitement, and the times are consequently as dull and lonesome as they were the other side of the Sandwich Islands; as for blackfish I guess we are getting rather out of their latitude, as none have been seen for a long time. I hope we have bid farewell to them in the present, let them rest in peace until we are down from the regions of the North and then perhaps such expecting them will have changed. The weather lately has been mostly by wind fluctuating and fresh.



or think we have seen the last of the trade for the present, having lately been gradually edging to the Northward and the trade is not so far generally much farther than we are at present. The winds for the future are likely to be uncertain and the remainder of our passage will probably be less agreeable than it has heretofore been, but as the season advances the weather becomes more favorable.

Observations of the deck have placed us in the following situation  
 April 16th. Lat.  $22^{\circ}29'N$  Long.  $168^{\circ}15'W$ ; 17th. Lat.  $22^{\circ}30'N$  Long.  $171^{\circ}03'W$   
 18th. Lat.  $23^{\circ}09'N$  Long.  $173^{\circ}42'W$ ; 19th. Lat.  $24^{\circ}31'N$  Long.  $175^{\circ}51'W$   
 20th. Lat.  $26^{\circ}02'N$  Long.  $177^{\circ}12'W$ ; 21st. Lat.  $26^{\circ}50'N$  Long.  $176^{\circ}54'W$   
 22d. Lat.  $27^{\circ}15'N$  Long.  $174^{\circ}10'W$

Saturday, April 27th 1854. Another week has passed away bringing no change to our disadvantage, and little to our advantage save a slight advancement in the direction of our destination. The winds and weather has been various and changeable: the wind left us altogether on the night of the 22d. but on Sunday forenoon last (the next day) a light breeze sprang up from W. S. W. and under all driving sail we stood N. W.; calms and light breezes from W. S. W. continued with us, until Tuesday when the wind hauled to the S. W. and blew fresh. On Wednesday night we had strong and squally breezes from S. W. and for the first time this week then took in sail coming down to double reefed topsails and courses. Thursday morning the wind hauled to the Westward blowing pretty fresh we continued under double reefed topsails and courses all that day but at night, wind increasing hauled the job and we went. Yesterday morning the wind hauled to N. W. blowing strong ship under double reefed topsails and courses all day. Last night the wind hauled to N. N. W. and blew so that it became necessary to close reef the fore top sail; The wind has however moderated considerably to day, and we are at present under double reefed topsails and courses, wind continuing to blow N. N. W. The courses steered as may be supposed have not taken us very far from our true line before we were off in another. From the N. W. the course at Sunday night changed to N. N. W. on Monday, Tuesday, and Wednesday we were steering N. W. by N. but on Wednesday night, the wind hauling to the Westward we hauled on the wind hauling N. by W. yesterday, the wind hauling N. W. knocked us off N. N. W. and to day, the wind being from N. N. W. we are heading to the Westward. The weather has lately assumed a more disagreeable aspect than for a few preceding weeks; it continued pleasant until Tuesday and then commenced the foggy weather which has continued nearly ever since that time, very thick fog this forenoon and on Thursday there was accompanied by considerable rain. This I suppose is but a commencement to a spring of worse weather which we shall probably have to expect.



the present passage. The sailors have been occasionally employed, mostly in filling rigging, breaking out provisions, painting sprits boats, &c. The "Plover" was sent down Monday afternoon & bent again.

No description of a vessel has come across our path or been seen by us this week, but the loneliness caused by this, has in a measure been compensated for by the occasional appearance of a wandering finback. Quite a number of these were around us Tuesday and Monday and on Sunday, as they were making very familiar with us, coming alongside and playing all around the ship, the mate took the opportunity to test the virtue of one of the much improved bomb lances. The lance was shot at a finback from the side but had no visible effect on him, any more than to make him back a little and drive him away; the lance if it entered the whale at all touched no vital spot. These Bomb Lances were sent out in the ship, but the gun used for shooting them was accidentally forgotten and left at home, so that no opportunity on the passage out to test them, was of any avail; in Talcahuano the captain purchased a gun, and a few more lances, and as these are considered to be a very valuable article in the whaling business, perhaps they may assist us to get some at this cruise. The lance is about fourteen inches in length, the head which is filled with the explosive substance is of a prismatical form and terminates in a sharp point, to the shaft is attached the feather, composed of india rubber, to guide the lance in the precision. They are said to explode with a force equivalent to four pounds of powder, and if one of them ever should happen to explode inside of a whale it would in all probability do him considerable damage. The one shot by the mate was not heard to explode, but if one of them is shot into a whale in the right place whether it explodes or not, it would terminate his mortal existence.

Yesterday afternoon a right whale made his appearance within sight, at a distant of a few beams. Whatever possessed him to come up there is part all imagining, from his actions, though. I should judge that his coming up to us was entirely unintentional on his part; for as soon as he discovered his close proximity to us he was said to have left in a sudden way. Volcan was seen of him at 1. I did not have an opportunity of seeing this fellow at all for he was gone before we had a chance to look at him the second time. This is the first "right" whale that has been seen this voyage, but for some distance our course now is to be near the occasional haunts of these animals we shall therefore, perhaps not only find an opportunity of seeing one, but also of capturing one. I believe they make no distinction of any species of whales that are taken; our skipper states that on a preceding voyage he had seen a right whale taken which yielded the enormous quantity of 10 barrels of oil. The mate states that he has seen a right whale of 4000 lbs. There is said to be a whale about there



fellows. The oil which is taken from one is but a small part of him over the  
which contains the oil is merely a thin case which envelops the body.  
it must therefore be a big fish which yields 240 blks. of oil. These whales are  
also said to be great friends with their tails and the flukes of such an one as  
that just mentioned seem capable of doing considerable damage around a  
boat. Bomb lances I should say would be preferable to the bomb lance around  
these animals.

The breezes of the present week have not helped us along ex-  
traordinarily fast. But we might have got along less rapidly. Nothing has  
been seen of the trade winds since the 2nd of this month. There we left  
them in the latitude of  $29^{\circ} 35' N$  there or thereabouts as Paul Pry says.

In the future we have got to get along the best way we can, as no unalterable  
law governs the winds in these latitudes: upon their fickleness we now have  
to depend altogether; perhaps we may have a pleasant passage, but the probabili-  
ty is greater that we shall have more of such weather as the passage around  
Cape Horn introduced us to.

Notwithstanding the foggy weather of this week, the  
sun has occasionally appeared long enough to in different situations to be as-  
certainant. There have been as follows, and having crossed the 120th mer-  
idian the first of this week, we now find ourselves in East Longitude.

April 23d. Lat.  $29^{\circ} 34' N$  Long.  $177^{\circ} 31' E$ ; 24th. Lat.  $30^{\circ} 15' N$  Long.  $179^{\circ} 21' E$ .  
25th. Lat.  $32^{\circ} 22' N$  Long.  $178^{\circ} 31' E$ ; 26th. Lat.  $34^{\circ} 08' N$  Long. by acct.  $17^{\circ} 04' E$ .  
27th. Lat.  $36^{\circ} 30' N$  Long.  $177^{\circ} 46' E$ ; 28th. Lat.  $37^{\circ} 19' N$  Long.  $179^{\circ} 05' E$ .  
29th. Lat.  $37^{\circ} 13' N$  Long.  $178^{\circ} 33' E$ .

Saturday, May 6th. 1854. The weather  
of this week, as was anticipated has been none of the best, and to do the  
devil justice, it has been none of the worst, on the whole not being much dif-  
ferent from that of the week immediately preceding. The steady breeze which  
the last entry left us in, subsided as the week went out and Sunday morn-  
ing last found us under all standing sail, heading to the N.E. with a light  
breeze from N.N.W. and pleasant weather for an accomplishment. That night  
the wind hauled to the S.W. blowing gently. Ship clearing 10.45 by W. on Monday  
the breeze freshened and we kept off N.W. still continuing under all sail, and  
the weather pleasant. Monday night however, the wind hauled to the N.E.  
and commenced breezing up and obliged us to furl all the light sails; co-  
pious showers of rain also accompanied this change of wind. Tuesday the  
weather continued foggy and rainy, and the wind hauled to N. both top  
sails were double reefed in the forenoon, at 4 o'clock in the afternoon the  
land disappearing the decks were swept out of the topsails and the main top  
gallant sail set: heading N.N.W. all this day; before Wednesday morning.



however the breeze again freshened and we were obliged to come down to double reefed topsails and foresail. Water in the wind hauled to the W. N. W. and hauled so that the mainmast top and foremast top sails were set ship head-on to the station and Water in the wind hauled to the S. W. set the main top yardsail and stored it W by W. Thursday a fresh breeze from S and S. W. with a strong S. W. under all drawing sail; that night the wind shifted so that it became necessary to take all of the light sails and lower topsails down, and stowed them down. Instead of decreasing the wind hauled to W. and blew a strong gale; sail was accordingly taken in, and we came to the wind under a main topsail and foremast top sail, heading to the Southward, in the afternoon the gale subsided somewhat, at 3 o'clock P.M. set a close reefed main topsail and at 5 o'clock P.M. set both reefs down and foremast top sail. To the (S.W.) the wind was due away to the S. W. breeze from the Westward, and under all drawing sail once more, we arrived at the station, to the W. N. W. the weather was pleasant. Kitchen of a very laborious character for preparing the food. The size of the ship more than makes up for the smallness of the crew. The ship is more or less of a storehouse, and occupies a portion between decks from the mainmast as far forward as is thought necessary. A little water is put on board to sustain animal life. The crew also took a portion of the sailors' working hours. The brooding out of ships on Thursday was an interesting episode in our monotonous life. The sailors' quarters around the center of the ship were opened out purchasing all manner of necessary apparatus. Some of the tourists went to a few of the best, regardless of expense, but this is because they have nothing to meet the expenses with at present, if the shipper can do better with the sailors on the same principle. I fear he would have a large number of customers. The occasion of their going into the storehouse so close is owing to the disappearance of so many articles in the storehouse, some such result as this was anticipated when the clothes were so rapidly shipped off board. But they had the good of them and I think none of the crew is dependent on that point.

Our business as to the company of ships has been a disappointment. Not one single vessel of any description has appeared to show us on our journey since leaving there on the morning after we left Honolulu. This I think is somewhat singular as there are a number of ships bound to the Arctic regions and as we are bound to the same place and come from the same port I should think we might have met at least one or two occasionally. Perhaps however we were somewhat behind the rest of them, but it remains there they are bound to be at least some, but we are gaining nothing more.



The excitement attendant upon the appearance of quite a number of sulphur bottoms, this week has been considerable: there are a species of whale something similar to a right whale, but they are little sought for, and very seldom ever taken: they are very large some of them said to be even larger than right whales: they are also very wild, and it with difficulty that a boat approaches any where near them. Last Sunday quite a number of them were around and in the forenoon the mate lowered and chased them about some time, without, however, getting any where near them. In the afternoon the mate again lowered and this time the bomb lances were called into requisition; after chasing a large sulphur bottom around for some time the mate at last got a shot at him, and put a bomb lance into his bilge somewhere; he shortly after shot another lance into him, and attempted to get an iron into him, but was a little too late; immediately after the mate shot the 2nd bomb lance, thinking there might possibly be a small chance of saving the whale, the 2nd mate lowered to go to the mate's assistance; he went down with him on that occasion, although not belonging to his boat: We proceeded to where the mate lay waiting for the whale, and both boats stopped around there together until after dark but saw & heard nothing of the whale after; the mate stated that almost immediately after he shot the 2nd bomb lance the whale had disappeared: he had pulled up and found the water all bloody, but nothing was seen of the whale after. The conjecture was that the 2nd lance had killed the whale and he had sunk so nothing could persuade the mate to the contrary. It probably might have been the case if there a whale we said to sink almost immediately when killed. Several more sulphur bottoms were seen this (Saturday) forenoon, but we did not lower for them.

The atrocious crime of murder was to day committed on the person of one of our family of live stock, which by this process is now reduced to three persons: fresh pork on board the ship will be quite a rarity, but as there is nothing new under the sun, I suppose it is a long way from being the first time that the sensitive palates of the human race have been regaled by fresh pork stew at sea. We have made just about as much advancement in the direction of our destination, this week, as we did last; the winds and weather have been not a whit more favorable, but they are helping us along slowly and we shall reach some place or other where we can have an opportunity of trying our fortune at our profession, all in good time.

The following Latitudes and Longitudes have been obtained on different occasions this week:

April 30th. No observations were taken: May 1st. Lat.  $37^{\circ}47'N$ . Long.  $177^{\circ}24'E$ .

May 2nd. Lat.  $40^{\circ}04'N$ . Long.  $174^{\circ}35'E$ .

4th. Lat.  $42^{\circ}10'N$ . Long.  $172^{\circ}59'E$ . 5th. Lat.  $44^{\circ}24'N$ . Long.  $172^{\circ}18'E$ .

7th. Lat.  $44^{\circ}50'N$ . Long.  $174^{\circ}38'E$ .



Saturday, May 13th. 1854. The week ending  
 to date has been either foggy, rainy or stormy all the time. Last Sunday we  
 noticed this state of things and the week was ushered in with a fresh breeze  
 from the southward and foggy weather ship steering N. by W. under all draw-  
 ing sail. At 4 o'clock in the afternoon the wind hauled to S. by W. and we hauled  
 up to N. W. That night, light breeze very continuing, and accompanied by rain.  
 Monday the wind shifted to the Westward and squalls of snow and rain were  
 frequent; we were then close hauled on the wind heading to the N. by W. un-  
 der full sail. Monday night another change in the programme took place, the  
 breeze began to freshen with gale force and was taken in to prevent doubt in the  
 man's mind and spencer was come in, and Tuesday forenoon the wind still  
 increasing hauled the foresail and topmast and close reefed the main top-  
 sail. At that time we were lying to in a strong gale from the Westward under a  
 close reefed main topsail, main spencer and foremast staysail, heading  
 to the Northward; squalls of rain and snow were also very frequent; at night  
 the wind hauled to the S. E. and moderate squalls of snow however continued;  
 set double reefed topsails and courses and steered W. N. W. On Wednesday the  
 wind shifted to S. by W. whole topsails were set, and we steered W. N. W. at  
 6 o'clock in the afternoon we hauled up N. by S. at that time a thick fog en-  
 veloped us. The wind hauled to S. W. that night and increased so that it  
 was necessary to come down to double reefed topsails and foresails, red-  
 ucing to 1/2. At 10 o'clock Thursday morning when the wind hauling to the  
 N. W. we wore around heading W. by S. W. The wind increased to a moderated  
 gale on Thursday forenoon, and the fore topsail was taken in in the after-  
 noon came down to a close reefed main topsail main spencer and fore top-  
 mast staysail heading to the W. S. W. This gale continued to rage with unceas-  
 ing violence until yesterday forenoon, then hauling to the Westward moderated  
 wearing ship to the Northward at 8 o'clock A. M. set double reefed main top-  
 sail and foresail and in the afternoon made sail to double reefed topsails and  
 courses, more snow fell yesterday afternoon and last night the wind hauled  
 to the S. E. last night and making all sail we steered S. by W. Early this (Sat-  
 urday) morning the wind commenced increasing and at 7 o'clock A.  
 M. sail had been taken in to a main spencer and fore topmast staysail  
 and all of this day we have been lying to in a strong gale from the S. E.  
 heading to the Southward. At 10 o'clock this afternoon a close reefed main  
 topsail was set, but no more sail has since been made. This is about as heavy  
 a gale as we have lately experienced and bids fair to continue a while longer  
 or yet. Such weather as here is chronicled may be supposed to have been daily  
 thin, but a good deal snow has come and wind continuing so violent. All to-  
 gether, and all this in the month of May, in nearly 50° North Latitude which  
 is far from the tropics, some but rarely, all these facts combined have a tenden-  
 cy to prejudice the uninitiated against whaling in the Northern sea.



The sailors have had but little to do this week excepting the brailing of the sails: all rigging work will have to be suspended now I suppose, until we again arrive in port. Our consolation is that the boats will not be lowered for something of more importance than a whole school of black fish, and I hope with better success than ever our efforts were attended with when after those nuisances. We are yet left to journey on lonesome and unaccompanied by the welcome sight of a sail not bearing with us now. This week

On Wednesday the main mast yard was sent down and stowed away, as we shall have no occasion to use it any more this season. The fore top-gallant sail is another sail which might as well be below as aloft for all the good it does, as it is seldom set in any breeze, and the expression 'all sail set' on board here is used independently of a fore top-gallant sail. This is a sail but little used on cruising ground, by whalers generally, and a whaler is generally distinguished by this. A ship with no fore-top-gallant set in a light breeze is at once pronounced to be a whale.

Several whales of the sulphur bottom species were observed on Sunday and Monday last, but the boats were not lowered for them. Finbacks were also seen on Sunday, and even they serve to keep a little excitement up when they are around. On Wednesday some kind of a whale was seen, travelling rapidly, and was out of sight before it could be ascertained to what species he belonged; probably a humpback. But whatever it might have been, the state of the weather would have prevented our lowering the boats for him. Yesterday afternoon a walrus was said to be seen but he had disappeared before many got to sight at him. He was raised lying at the surface of the water a few ships length off our lee beam but having noticed the ship he probably thought it was a dangerous situation and left immediately; as there are plenty of these animals where we are bound, perhaps we may have an opportunity of getting a better view of one before long. After coming to this morning in the present gale, a humpback was seen breaching a short distance to the leeward of us. This is the first opportunity I have had to see a whale make a handsome breach: this fellow cleared the water every time and coming down at full speed he made a considerable splash. The boat was but a few rods from him.

The snow storms of the present week have afforded us considerable amusement in the old fashioned sport of snow balling. This was fun and forcibly reminded one of our winter scenes at home. But while we were snow balling each other here, at home the children of May were blossoming and Nature was putting on her "best" smiles.

The different latitudes and longitudes of the week are as follows:  
 May 7th Lat.  $46^{\circ}34'$  N Long.  $173^{\circ}38'$  E.; 9th Lat.  $48^{\circ}35'$  N Long.  $175^{\circ}35'$  E.  
 10th Lat.  $49^{\circ}30'$  N Long.  $172^{\circ}05'$  E.; 11th Lat.  $49^{\circ}35'$  N Long. by Acct.  $170^{\circ}15'$  E.  
 12th Lat.  $49^{\circ}15'$  N Long.  $170^{\circ}35'$  E.: On Monday, the 8th and 6th and 13th no observations were taken owing to the unfavorable state of the weather.



Saturday, May 20th. 1854. This week, we have  
 been taking things coolly for the very simple reason that the state of the at-  
 mosphere would permit the adoption of no different course of proceedings.  
 Last week left us in a heavy gale from the S.E. lying to under close reefed main  
 topmast staysail, foremast staysail, and fore topmast staysail, to the Westward with  
 the one movement of the present week that wind hauled to the S. and the  
 gale then commenced in earnest. We wore ship, heading to the Southward  
 and at 8 o'clock on Sunday forenoon took in the main topmast altogether. We  
 continued to lay under a main spencer and fore topmast staysail in a heavy  
 sea until 3 o'clock Monday morning, the gale then moderating a little. A fore  
 reefed main topmast was set. The gale continued from the West and all day Mon-  
 day but moderated a little in the afternoon and wearing ship at 3 o'clock P.M.  
 set the foremast and turned a reef out of the main topmast. At 5 o'clock P.M. set  
 double reefed staysail. That night the wind hauled to the S.W. and moderated  
 setting all drawing sail we steered N.W. Tuesday was a foggy day, the wind contin-  
 ued to set from the S.W. all day, and we were steering N.W. At 2 o'clock in the after-  
 noon we wore topmast staysail and set a reef on the Arab. Through the  
 night the wind hauled to the Eastward and was accompanied by thick fog and  
 squalls of rain. No alteration was made in the course. On Tuesday morning  
 the wind hauled to the S.E. in the ship's stern, with force N.E. & N.  
 and in the afternoon N.E. & N. we wore topmast staysail, but at night the wind  
 hauled to the Westward and began to increase; took in the light sails, double reefed  
 the topmasts and kept off N. steered this course until Thursday morn-  
 ing, when at 6 o'clock Copper Island was raised bearing S.W. distant 25 miles.  
 A sail joyful sight was soon after raised standing to the N.E. steering to the N.  
 we passed Copper Island in the afternoon at a distance of about 10 miles. At 5 o'clock  
 P.M. of the same day came up with the ship which was in the morning,  
 and who had hauled back for us; speaking her she was ascertained to be the  
 French whaler ship, "Nil", which rendered into English means Nile I suppose. She be-  
 longed to Havre. France was now on the water with one sperm and one right whale.  
 A gain was immediately carried into execution, as soon as possible. Thursday night  
 we wore ship, bearing from the Southward and in company with the Nil we  
 steered S.W. Next day the wind hauled to the Eastward, blowing fresh  
 and accompanied by a thick snow storm, we wore steering to the N.W. & N.  
 in the afternoon the wind came down to double  
 reefed topmast staysail, and the Nil was in sight a short distance to the  
 West and of us steering in the same direction that we were. At 5 o'clock P.M.  
 the wind hauled to the S.W. and not daring to run through the fog we  
 and that another came to us, a double reefed main topmast, fore topmast  
 staysail and main spencer set, S.W. it was the snow very heavy.  
 Last night the wind moderated, and a double reefed fore topmast and foremast  
 was set. Today the wind has blown freshly from the Westward and under whole topmasts.



courses we have been steering N. The weather has also been quite decent to day. A number of whales of different species have been seen this week on Sunday forenoon while lying to in a gale one was seen which was not finally made out in the afternoon of the same day another right whale made his appearance rather a short time after the first but left something similar to the manner in which the first right whale did, before hardly any one could get a chance to have a sight at him. I was excluded from those that saw him but perhaps I shall have a chance to see one by and by and maybe even more than I want to see if him may become visible as I now belong to the water boat. Several Limbacks and Sulphur bottoms were seen on Tuesday but these were of no account therefore the boats were not lowered. So after missing Copper island on Thursday morning a hump back was seen and on Saturday afternoon at 6 o'clock another hump back was raised for which we lowered but had an unsuccessful chase after him. On Tuesday the sailors were busy breaking out bread and water which had become very necessary during the preceding rugged weather. but except this little if any more such work has been carried on this week.

The appearance of Copper island after we had so long been wandering out of sight of either ship or land was an event of considerable interest. The island is of no great extent but of considerable height and belongs to the Russian empire. From the most reliable of the Fox island chain, if it may be said to belong to this chain at all. It lies several degrees to the Westward of where the Aleutian chain terminate, and between this termination and Copper island lies a passage into the Kamtchatka sea. The island is uninhabited I believe but is visited occasionally by the Russians from Kamtchatka for the purpose of fishing. Codfish are said to abound in great quantities around the island and the streams on shore are full of salmon. This information is the account of our officers who have stopped at the island on former voyages. We did not run very near to it, as it was probably 20 miles distant when nearest to us.

The gain with ship Nil has also been productive of some satisfaction. Those that went on board of her had a very good time and got their grog gone and aft. This is customary on board all French ships. I don't know how the boys got along farther visiting on board the Nil, none of those that came on board here of the frequent bands, could speak English. but suppose we wanted to enjoy themselves in some other manner than in conversation with each other. The French sailors are evidently under no such restraint on ship board as board the American vessels; those that came on board here seem to have been all the while fore and aft and just as familiar with the mate who came on board with them as with each other. such familiarity seemed to have existed between the officers and powder of Stapholems many notwithstanding they were perhaps a well disciplined troop in any European nation could boast of. The sailors also notwithstanding their familiarity, probably know their places and never encroach upon the rights due to their officers; On an American ship or perhaps one of any other nation



such a state of things could not long exist. The sailors would all want to be ship-  
pers if such liberties were allowed them, and it would be in a general row in  
a short time.

Having now passed the Fox islands we find ourselves in another sea.  
The Pacific ocean, and all its late disagreeable accompaniments have now been  
left probably for no less disagreeable weather in the Kamtschatka Sea: our en-  
trance to it has been ushered in, in a manner calculated to give us an un-  
favorable idea of its agreeableness, but perhaps we have only seen the worst side of  
the picture. The very fact of having left the Pacific ocean carries with it  
the idea that going to the Northward, we must necessarily have arrived in  
a worse place, and the name of Kamtschatka is associated with cold, north-  
er, snow, ice, blows, and every thing else disagreeable. The late bad weather  
may have prejudiced us against the sea, but this is the only data we have  
upon which to found our conjectures. The Pacific has for some time borne  
us on its broad bosom, carrying us to foreign shores, and pleasant scenes,  
through the blows off Cape Horn, the pleasant weather of the temperate, and  
the rains and sunshine of the torrid zones; it has at last cast us off very  
unceremoniously on the Kamtschatka wave, where we may expect a less  
merciful treatment than it has lately deigned to bestow on us.

As we approach toward the Northern extremity of this subliminary sphere, a  
new era will probably dawn upon us. Fields of ice will soon become visible,  
among which we are told the boatheads are continually roaming, and our  
sailing grounds will frequently lie in sight of a land inhabited by a race of  
people little known in the civilized world, all this is no doubt very fine for  
a pleasure excursion, but when we reflect that it is business, not pleasure  
which brings us amongst such scenes, half the enjoyment disappears, all  
the romance flies, and we are left to chase boatheads for a fortune: how-  
ever, as we are now enlisted in the cause, the greater success which attends our  
efforts, the better for all concerned. The ship, *Nil* was in sight of us all to-  
day which was the last we saw of her to recognize her. A sail has been  
in sight of us to day, to-morrow, but whether it is the *Nil* or not we are un-  
able to decide.

The blows and fogs of the present week have rendered obser-  
vations quite a rarity but from those that have been obtained occasionally  
the following latitudes and longitudes were deduced. At Copper island on the  
16th. one of the Chronometers on board was found to be giving the longitude  
correctly, while the other gave it some 40' to the Westward of true Longitude.

May 14th. Lat and Long not obtained. 15th. Lat.  $50^{\circ}07' N$ . Long.  $169^{\circ}35' E$ .

16th. off Copper island. Lat.  $54^{\circ}37' N$ . Long.  $168^{\circ}24' E$ . correct.

17th. Lat  $5^{\circ}12' N$ . Long.  $168^{\circ}21' E$ . On the 16th. 17th and 19th  
no Latitudes and Longitudes were obtained.



Saturday, May 27th. 1854. The Flantschaka

She has not behaved so indecent towards us as we expected this week at all. The weather was very comparatively good, and we have been allowed to proceed along in the desirable direction, uninterrupted by any of those blows that so frequently visited us, just before leaving the Port. The week commenced with a storm from the West which obliged us to come down to double reefed topsails on the night of the 20th. But as it moderated on Sunday sail was again made, and we were steering to the Northward; A sail was raised in the morning, and soon after the boats were discovered to be down in pursuit of a whale. At 11 o'clock in the forenoon we came up with one of the ship's boats, which upon speaking we found to contain Captain Peabody of ship Morea New Bedford which was the ship we had raised in the morning. She was then a mile or so ahead of us. Capt. Peabody came on board of us reporting the Morea with "one damned little sperm whale," which he had killed 20 lbs. The boats had been, as we had observed, chasing a right whale, but having galled him they soon after gave up the chase and returned to the Morea. Capt. Peabody remained on board of us, up for a gun. And the mate of our bark lowering away the boat went on board the Morea. Having recently been appointed to pull the whales after our bark, I accompanied him. Arriving on board the Morea, both she and the bark then steered N. by W. quite an excitement prevailed on board the Morea caused by the sailing of the two ships: our bark is an extraordinary built vessel at this time she found a ship with which she could compete in advantage. We had a very agreeable gam on board the Morea which lasted until 4 o'clock in the afternoon and was then interrupted by the missing of a right whale which was seen by both ship and bark. The Morea's boats together with our mate lowered from the Morea and Capt. Peabody with our 2nd and 3rd mates lowered from the bark and started after the whale, he was going but very little, and in some direction, but it bearing one way then another; arriving in his neighborhood the boats were far as to our endeavoring to strike him, but he at last understood that he was in a dangerous locality and made a straight wake, soon leaving all the boats far in the rear. The galling of this was attributed to Capt. Peabody who by pulling at an unreasonable time had alarmed him. Being in the mate's boat this time, I had several opportunities to get a view at the whale which was called a sperm whale. I judged to make about 20 or 30 lbs of oil. Of his proportions a very good idea could not be given while he was drawing along at his splashing; other ideas than his feet and whiskers occupied the mind at that time. His skin was smooth, black, and shining as a piece of polished ebony but the most hideous looking thing about him was his head: I can compare to nothing whatever but another one like it, smothered, seen only in a dark night. I should certainly think the devil had made him. He turned his flukes slowly out of water and drew them under as soft as silk. He went down except the last when being struck that operation was performed with alacrity. The manner in which they turn flukes is a sign by which whalers ascertain whether they are still or not. Considerable circumstances in



quite to strike one of these whales, by lowering from the ship, taking the oars, and pulling directly for me. It never be reached according to the officer's and judging from what we saw of the one which we chased; Their sense of hearing and seeing both are very acute; the least noise or the slightest glimpse of a thing immediately starts them and puts them on their guard, and what is very singular comes up behind them to strike in the worst possible method and would never be attended with success, for the instant a boat crosses a right whale's wake that instant he is gone; everything behind him is distinctly seen. This is accounted for by the supposition that the oily substance issuing from his body, and forming what is called a "slick" at the surface of the water, forms also a looking glass for the whale, and therefore everything moving it becomes visible to him. Whether this accounts for it or not I cannot say, but this is the general supposition. In taking them from the other direction, however, and that they frequently strike as they cannot see anything directly ahead of them in consequence of the intervening lip. The manner in which they are usually struck, is by approaching them mindlessly and with care being either paddles or a sail; in pulling to strike them it is necessary to be very near; several times a boat was near enough to the one we chased on Sunday to have pulled to the whale and back a dozen times during the time he remained afloat it was on such occasions as these that we had an opportunity of looking at him but not being near enough or lying in the wrong direction from him, if we had started for him, he would have soon disappeared. It was in some such manner as this that he was finally killed. After giving the whale up the boats all returned to their respective ships and we steered N. under all standing sail. Sunday night the weather became foggy. Monday the wind hauled to the North, and under all sail we were standing on different tacks. For the morning a sail was seen to the windward, but a thick fog setting in soon after she became invisible. At 1 o'clock in the afternoon however, the fog cleared away and she again bore in sight. At 2 o'clock P.M. we spoke her, and she was ascertained to be the W. Apostle of San Diego, Capt. Krusak, 10 months from home but had taken no oil with the exception of one cask of bowhead, which he had hoisted up in this sea a little farther to the Southward than as there were used a few days before. A little anecdote was related respecting this cask during the game, which of course followed, after we had spoke her. The mate of the W. Apostle had observed for the cask and finding "iron hoops" marked on the head, on the supposition that it really contained iron hoops, he cut a hole in the head of the cask with a hatchet and by so doing saw oil was lost. Singular that a cask of iron hoops should float. An excellent game we had with the W. Apostle which lasted until evening, Capt. Krusak being on board the bark, and our mate and boat crew on board the M. At the breaking up of the game we received a present of a seal, and of the oil which they had picked up and which for several weeks we had been sorely in need of, not having a drop on board.



to burn, and having used candles for the binnacle light and in the cabin; in the forenoon they either had to burn slack or go in darkness. Monday night the wind hauled to the Westward blowing fresh and a thick fog again set in; ship heading N.W. all sail set. Tuesday clear weather once more, and in the forenoon a light breeze from N.W. with which we were standing N.W.E. but in the afternoon the wind came around to the Eastward and we steered N.N.W. until 2 P.M. when the ship hauled up. A ship was in sight of us all day, heading to the S.W. At 1 o'clock in the afternoon Cape Olutorisky of the Arctic coast was discovered bearing N. by E. at a distance of about forty miles. This Cape is situated at the mouth of a bay of the same name, at the head of which is a Russian settlement called Olutor. We went no where near enough to the land to discover any signs of human habitation, and I think it doubtful whether there is one at the present. It looked well barren and inhospitable. The coast here was of considerable height and hills and dale were clothed in various white trees and a robe of snow. We approached probably in twenty miles of it on that day and at night being visited by a calm, went but little in any direction. Wednesday morning a light breeze sprang up from the North, and that forenoon we were laying off and on the coast of Cape Olutorisky which was visible at a distance of fifteen or twenty miles. In the afternoon of same day, wind hauling to N.N.E. stood to the Eastward under all sail. At one o'clock Cape Olutorisky bearing N. by E. and thirty miles distant. Five ships were seen on Wednesday, and about noon being near one of them our skipper took a boat and crew and went on board of her; the stranger was too haggish to haul back the boat but they finally hoisted her made a short stop and returned, reporting the ship to be the Falcon of New Bedford Capt. Gardner 20 months from home with 400 bls of oil. They had an unsociable time all around while on board, the skipper would not come out a parcel of his oil to give with and we got a letter when it was time to return. This unsociability was owing probably to her ill success in taking oil on the voyage; wonder if we shall be such a set of unfortunates enough to have good respecting the game. A humbler to be seen on shore of us while passing by the Cape. On the night of Wednesday the ice increased from the N.W. so that it became necessary for the first time this season to take in all the light sails; we continued standing on the Larboard tack heading to the Eastward, until about midnight, then laced ship, hauled up the courses and stood on shore heading to the Northwestward. At 4 o'clock on Thursday morning when within about 12 miles of Cape Olutorisky, and to Southeastward of it, small scattering ice was observed ahead of us in shore; we ran in amongst occasional small pieces and then laced ship, heading to the Eastward again. Through that day we used to stand off and on with a fresh breeze from N.N.E. appearing still, if any nearer to the land than we were in the morning. A finback a walrus back and one ship were observed through the day, the ship standing off and on like ourselves and probably for the same purpose, i.e. to catch sight of a bowhead if possible. Thursday night we had it calm again, but yesterday (Friday) morning a fresh breeze sprang up from the West and we went on to the Northward.



N. E. by E. Cape Orlowsky in sight to the N. W. distant about fifteen miles. continued steering N. E. by E. all day yesterday with a very light breeze from the North and but made so little progress that the land had scarcely changed its bearings at night. A number of Minke whales and killers were seen. the first mentioned animal being of a size we have seen since saw any more of that description. They are but little larger than a black fish. and have a prodigious fin on the back, apparently some two or three feet in length. they are according to the accounts of the whalers (the statement of the by. I am not able to trust of any whaling intelligence), a wandering set of cannibals travelling about in shoals and attacking boats, to and from whales merely for the delicious morsel which the tongue of the whale affords them. The manner in which this act is accomplished is as follows. Having selected the subject of their attack the whale first pounce upon him and then by coming in front of him to prevent his spouting where there are so many chances this is easily effected and by these means and continually and persistently worrying him the jaw line at last appears and entering his mouth the tongue is eagerly devoured by the rapacious murderers.

Last night the wind hauled from N. to S. W. and ever since up to the present time has continued to blow lightly from this direction. The land at Cape Orlowsky was visible to the N. W. and some thirty or forty miles distant but having been steering N. E. by E. all day it has at last disappeared and not soon to be raised again as we are now going to try our fortune at some other locality.

Where we were cruising off Cape Orlowsky we considered to be a good whaling ground but birds having frequently been seen there in the earlier part of foregoing seasons but after cruising about there for four days nothing was seen. But the whaling boats of the whalers are already mentioned. Neither of the three ships which we have this week spoken have seen any thing of a boat or at least not at the time we spoke them. The season it is generally considered is going to be a favorable one. but as we get farther to the N. W. and perhaps the general aspect of things will change for the better. The seal which we have lately seen was of a very small description though evidently was much larger as it approached. The pieces which we saw amongst on the outer edge of the main body were none of them much larger than a seal. but birds are said to inhabit such of as these but notwithstanding a sharp lookout was kept for whales of any description none were seen. The weather of the present sailing place is and favorable, considerable work has been carried on; which, however, was all necessary. the want boat was painted, water, bread, and other provisions broken out, and to try the water has been employed in repairing the main topmast. The rest is sufficiently early for such business but it might have become no longer possible if the wind were to have been blowing off. The wind is now of the N. W. but the sea is so rough that it is not reasonably to be expected



in the Foul weather sea. The following were our different situations through the week and the longitude in our position in relation to the land bearing, or at least whenever we were in sight of land, all the longitudes may be considered nearly correct, if not quite so.

May 21st. Lat.  $57^{\circ}20' N$ . Long.  $168^{\circ}36' E$ .; 22nd Lat.  $57^{\circ}42' N$ . Long. not obtained.

23d. Lat.  $59^{\circ}07' N$ . Long.  $169^{\circ}41' E$ .; 24th. no observations here made.

25th. Lat.  $59^{\circ}42' N$ . Long.  $164^{\circ}35' E$ .; 26th. Lat.  $59^{\circ}45' N$ . Long. by Acc.  $170^{\circ}0'$ .

27th. Lat.  $57^{\circ}34' N$ . Long.  $171^{\circ}40' E$ .

Saturday, June 3d. 1854. Another week has now been passed in the Sea of Kamtschatka amidst snow, fog, and ice, which has attended our progress in great profusion: the wind has been quite as favorable for us as it last week seldom blowing any stronger than a whole sail breeze. Having left Cape Olenok on the 27th. we continued steering N.E. by E. until three o'clock on Sunday morning when we hauled up to N.E. a thick fog then set in about this time, but it cleared away again on Sunday forenoon, and the wind hauled to the Southward and blew gently from that direction. the commander of the ship, we steered E. by N. all that day under all drawing sail. There were two ships in sight west of us, one of them steering to the Eastward probably expecting to find bowheads there, but in this they were mistaken. A large field of ice was this morning after noon to the N.E. of us and extending thence to the West; this soon brought the ships to, and at last in the afternoon we were

with the ice and hauled aback close by the edge of it; this ice was of considerable size and compactly strewed, forming an impenetrable barrier to our further progress in that direction. At 9 o'clock P.M. we spoke ship Orion of Norton Sound, with no oil. Our skipper and a boat's crew went on board of her and remained until a late hour; it soon set in foggy, and in the evening we layed aback all night close by the ice in company with the Orion. On Monday forenoon we had a general gam with the Orion, our skipper again going on board of her, well knowing the game to be a mere farce from the Frenchman of which the figures, being perhaps not the best consideration. The fog continued with us all day Monday and was again cleared by a fresh breeze from E.N.E. ship hauled to the S.E. Under all drawing sail. The preceding day was in sight all along to the Northward and Westward of us. Four ships were also seen through the day most of them bound off S.W. At 7 P.M. we spoke one of them and who should it be but our old acquaintance of the Atlantic ocean, the Eagle of New Bedford commanded by Capt Cannon who was at officer of her, when he saw her in the Atlantic. Captain Snow who then commanded her, had left at the Sandwich Islands in consequence of illness and the command devolved upon Captain Cannon; he came on board of us a short time, and reported the Eagle as having been a long time in the Atlantic and that they seen any bowheads this season. The ship in sight to the Eastward of us, he informed us to be the French ship Orion and that the last helpmate of New Bedford



On Monday night the wind hauled to N by E and we were steering S by E. At seven o'clock on Tuesday morning the wind began hauled to the Westward, and all the day we had clear weather, steered E N E under all drawing sail. The ice was in sight to the Northward of us and four vessels were also seen. At eight o'clock in the evening more ice was seen to the S E of us and hauling on the wind we stood S by W. continued to run along the edge of the ice to the Southward all that night. Wednesday morning the wind hauled to the E N E and was accompanied through the day by frequent squalls of snow, rain and fog, although not making much better weather. In the forenoon we were lying aback in the edge of the ice, heading to the S E and in the afternoon steered S by W under whole top-sails and courses, but no sail was observed on this day. At night the wind hauled to the N E and close hauled as we were heading E P E. Thursday forenoon a thick fog and a light breeze from the N N E ship heading to the Eastward under all drawing sail. In the afternoon thick fog still continued but the wind hauled to the N E blowing a light breeze and under all drawing sail we steered E N E. Thursday night the fog cleared away and all day yesterday (Friday), we had a very ordinary clear weather and a fresh breeze from W N W. ship steering N E by E under all drawing sail. Last night the wind again hauled this time to the W S W blowing gently all of the day Friday, a light breeze has blown from the Southward and under all drawing sail we have been steering N E by S. At ten o'clock this forenoon a field of ice was raised to the North, it is about five miles distant we were steering along this field to the Northward and at six o'clock this evening more ice was raised to the Eastward all joining with that to the Northward of us. At 7 o'clock this evening a belt was put on our farther advance to the Northward by the ice. We consequently hauled on the wind heading E S E the ice at 7 P.M. was in sight all along to the Northward of us and bore from W on the one side to E by S on the other. There is an essential stopper put on the advancement of ships any farther in a westerly direction at least in this season. Before raising the ice to day, we had been without seeing any ice to the West. No boat-heads have as yet been seen by us and from the Orion and Eagle we heard of none having been seen this season. This is a most singular phenomenon. As far as the whales are concerned, it is generally supposed they are scarce to the Northward and in this direction we have been endeavoring to get for the last week, but we are not the only vessel that has failed in this undertaking. No passage can be made through the ice to the Northward and until the ice breaks away and forms such a passage we can do nothing but cruise round to the Southward of it. The time passes very agreeably, the frequent sight of ships and an occasional gun serves to give a little excitement and then lately we have somehow or other got strayed away from the fleet with a thick fog formerly were but they suppose we are off. Difficult to discern looking for a passage through the ice to the Northward. No whales whatever have been seen.



this week, with the exception of several humpbacks and minke whales which are  
 found to day, and which appear to abound in every ocean and all latitudes.

The walchies have but little to day lately, the weather being unfavorable for the  
 old warm weather jobs, such as making sperm yarn, working in the rigging &c. the  
 rigging requires no setting up here, every shroud and stay being contracted by the  
 cold so that the masts stand as a fixed strain. Little else has been done this week  
 except to overhaul our stock of potatoes and separate the bad from the good.  
 One of the boats went down a gunning in the edge of the ice this afternoon, but  
 not a very valuable lot of game was obtained, nothing but gulls and other birds  
 of a smaller description being secured. Thus the season is wearing away and we  
 are doing nothing, and with a very poor prospect. Still continue ordering about in  
 every direction anxiously awaiting the breaking up of the ice, so as to enable us to  
 get to the North; up there the result of our season's work will probably be ascertain-  
 ed; down where we are at present there appears to be no sight at all to catch a bon-  
 read; I hope we shall not go off the ground without getting one of this species, more  
 for the curiosity of the thing, as they are said to be somewhat different from any  
 other species which we have yet seen. However it is better to be disappointed, a  
 long season lays before us; and if the whales have not left these regions altogether, it  
 will be very singular if we cannot get a single one out of the lot. At any rate we  
 are doing little labor by pulling for them so far, very unlike the continual toiling  
 lowering and pulling for blackfish in warmer weather, but just as profitable  
 after all and far more agreeable. The ships too that are seen almost every day  
 make the time pass more cheerfully. Besides, the new and novel situation which  
 many of us find ourselves in, the sight of huge cakes of ice which are continually  
 interrupting us, clear almost any way we will, and the large fields of thin ice which  
 extend farther than the eye can reach and stop our advancement as effectually  
 as land would, all these things combined render the cruise a great deal  
 more interesting than the monotonous life which we used to lead in warm  
 climates, unvaried by any such scenes as the foregoing. Little less of this how-  
 ever, and a few more whales of the right sort, would be far more profitable on a  
 pecuniary point of view, and would also give us an opportunity of terminating  
 the voyage in a more reasonable time than from the present state of things we  
 have a right to expect.

Having lately been working mostly to the Eastward, we  
 have at length now arrived in West Long Sound. The following situa-  
 tions will serve to show the location in which we have been working for  
 the last week. May 14th Lat.  $60^{\circ}15'N$  Long.  $175^{\circ}24'E$ ; 30th Lat.  $59^{\circ}25'N$  Long.  $172^{\circ}16'E$   
 June 1st Lat.  $59^{\circ}15'N$  Long.  $171^{\circ}18'E$ ; 2nd Lat.  $59^{\circ}01'N$  Long.  $170^{\circ}34'E$   
 3rd Lat.  $59^{\circ}55'N$  Long.  $171^{\circ}43'W$ . On the 21st and 24th of May no  
 observations whatever were taken on account of the fog on those days.



Saturday, Jan 10th 1844 Clear weather is a  
 blessing which it has not fallen to our lot to receive in very great profusion this week.  
 Scarcely a single day has passed without being somewhat frequently  
 a fog dense as can well be imagined has enshrouded us for a whole day.

The winds have not been very unfavorable to us as we have generally had  
 no more than we could easily stand of, with all sail set. Sunday  
 was however an exception to this as on that day a strong breeze from  
 the Southward and foggy weather, in which in the forenoon the top gallant sails  
 mainsail and jib were taken in and both topsails double reefed, we were then  
 heading to the W. S. W. in the afternoon wore ship to the E. S. E. the wind moder-  
 ated that night, but the weather still continued foggy. Monday, in the forenoon  
 the wind was fresh from the S. W. and making all sail we steered N. in the af-  
 ternoon the wind hauled to the N. S. W. weather continued smoky and foggy  
 all that day. At 1 o'clock in the afternoon heavy ice the first seen this week was  
 round about of us to the Northward. we kept on however and stood on among  
 it for a short distance until we arrived where it was difficult getting along,  
 then backed ship and heading I stood out of the ice. At 1 o'clock that after-  
 noon a dense fog shut us up, and excluded everything more than two or three  
 ships length distant from our gaze, at the same time the wind hauled to  
 the N. W. stood to the S. W. on Monday night, though thick fog and under  
 all sail and under way, we were still hauling to the Eastward as steered  
 W. the wind continued light from the E. all that day accompanied by thick  
 fog and in the afternoon hauling up the covers we also hauled the ship up to  
 S. W. by N. At 10 o'clock P. M. the wind hauled to S. E. that night lost the  
 wind altogether and laid in a foggy calm. On the forenoon of Wednesday a light  
 breeze sprang up from the N. W. and we stood to the N. E. under all driving  
 sail; the weather also for a wonder became clear, and at 6 o'clock in the morning  
 two ships were round this was the first seeing sight of the week; large  
 ice was soon after discovered to the Northward. At 8 o'clock in the forenoon  
 the Eagle of New York and our skipper was up for a game but Capt.  
 Cannon of the Eagle could not think of such a thing, he had seen several bow  
 heads since the first time we saw him and had heard of more somewhere, so  
 sweeping by our stern we went in quest of them again. we continued steering  
 to the N. E. and some time before noon arrived up to the edge of the ice which  
 was raised in the morning and there hauled back, four ships were in sight  
 then two of which we had retained to be the Eagle and her sister ship the Red-  
 head. At 1 o'clock in the afternoon we had had sufficient clear weather  
 for one day and were happily on our way more unimpeded. At night  
 the wind died away to a light calm and what we were doing was  
 by the way of going up from the Northward. On Thursday in the  
 morning and with that we were off and on the ice. The wind increasing  
 double reefed the topsails before noon; four ships were in sight one of which



we spoke and ascertained to be the John of New Bedford, Capt. Tilton, she had taken nothing this season. our skipper went on board of her, and returning brought with him a small black bear, of apparently 10 years age and known by the appellation of John. He was a native of the Linn Islands and from there had been taken about two years since by the whaler ship Irish Perry of New Bedford from her Captain Tilton. I observed him but did not get near him on account of the many mischievous pranks he was alleged to have been up to among which he was said to have broken the captain's spectacles to pieces, disturbed watches, and he was even stated to have got at the ship's chronometers and wound them up, but accidentally did not happen to have injured them. The truth of these yarns I cannot however vouch for. His body bore evidence, which corroborated his own story of the frequent beatings which he was accustomed to receive on board the John; one of the officers even boasted of how much kicking the boy could stand. No doubt he had been very mischievous, and perhaps deserved punishment, but not in the shameful manner in which it had evidently been inflicted. He lives in the cabin and makes himself just as at home with us, talks English very distinctly but not a word of his native language can be got out of him; of his birth and parentage he appears to know but little, his mother he says is dead, his father whose name he says is "Jack" is in Balabanix he knows nothing further than that of his parents appears perfectly contented to lead a seafaring life, and never expresses any desire to return to his native island home. in fact I suppose he has forgotten all about it and knows no better home than on board of a ship, having been ashore he says but once, since leaving the Linn Islands, that was at New Bedford. He has never been in port but never had any desire to go ashore. Capt. Tilton obtained a spar for a jib-boom from us, which a boat's crew from the John came on board of us after.

Another one of the ships which were in sight on Thursday forenoon, was seen to lower her boats for a bowhead, but she met with no success; in the afternoon of the same day, we had a severe snow storm which however lasted but a short time. We were sailing aback about two miles to the leeward of the ice through the afternoon; six ships were in sight, among which were the John, Lewis, and Wm Thompson; we spoke to William Thompson just after noon, belonging to New Bedford and commanded by Capt. White who was Master of the ship in which our skipper was on his last voyage. They therefore had a great old gun. At 1 o'clock in the afternoon, a bowhead was seen and the boat was lowered for him; the whale was brought up to the windward towards the ice, but was going so fast that he could not be overtaken, and after pulling as far as the ice without getting any closer to the whale the boat was hauled up to the ship. At 4 o'clock P. M. another bowhead was seen, this one appeared about a quarter of a mile distant from the ice and was rapidly coming across the ice towards us, going so fast that it would have been well to have lowered for that one. We had quite an excellent view of this fellow, as he spouted several times while crossing our bow but from the distance he was, no difference was observed between him and a regular whale with the exception of the boat. This was rounding from the point hole.



the "noddle end", hence the name bowhead is derived. Thursday night we layed  
back a short distance to the iceward of the ice under double reefed topsails,  
and yesterday (Friday) morning, we started into the ice, in company with  
ships Lewis and John, and continued to run through it until 11 o'clock in the  
forenoon then as the wind had increased considerably and was blowing half  
a gale, the fore topsail was taken in and under a double reefed main top-  
sail and foresail we bore to the S. by E. the ice then all around  
us. The wind continued strong from the N. for a few hours, then moderated  
and setting the fore topsail we continued on our journey through the ice to the  
Westward. Wm. Thompson, Lewis, John and Eagle also made sail. At the  
same time and stood along in the same direction. Last night we again came  
to the wind and layed aback in the ice all night with a light breeze from the  
Northward. The wind has continued light from the same direction all day to day,  
and making sail and bracing forward early this morning we again steered through  
the ice to the Westward, managing by a little circumnavigation and dodging the  
cakes to pick out quite a decent passage; four ships have been in sight to day,  
probably some of the same ones which were in sight yesterday, just before noon  
to day a ship hauled aback for a gun some distance to the N. and intim-  
ating on our course at once a ship this afternoon we arrived where she lay and  
in speaking her we found that two boats had got together, the ship being the  
Arab of Fairbairn. Capt. Brown having taken no oil this season, a smile was  
visible on the countenance of Capt. Brownell when in reply to his question "What  
bark is that", the answer was the "Arab of Fairbairn". Our skipper went on board  
the Arab, but no boat from her came on board of us; another ship has arrived  
down through the ice, less by the Arab, and a boat has been seen to go alongside  
the Arab from her. There are therefore probably three ships on board the Arab  
at present and I think they were having a very agreeable game of ball-  
though the shades of evening (which do not approach here till a late hour) are  
closing over us. The game still continues with no sign of breaking up. Boats  
from several ships have been observed down in amongst the ice, during this  
afternoon and the occasional bang of a gun denoted the murderous attempts  
upon the life of some innocent sea-gull or perhaps terminated the existence  
of some poor little bird. A boat from us has of course been employed  
in this laudable occupation, and by this means I got kept at the masthead  
until 9 o'clock this evening, the two with whom I stand mastheads at  
the main being off in the boat. The weather was pleasant and nearly calm,  
though not therefore I did not mind it much but while I was in the time  
watching the ships and boats maneuvering about in the ice. I have been in  
the highest and honorable employment of standing mastheads for several weeks,  
on the job, and the boatmen who have been and still is slightly unwell.  
The weather though has for the past few days been much milder and more favorable  
at the masthead than when I was first honored with this appointment.



The only bowheads which we have been favored with a sight of this week were those two seen on Thursday other species however have been seen through the ice both on Friday, yesterday and to day and supper bottoms on Monday. The fog and the scarcity of whales still continue to afford but little employment for the sailors they being merely required to look out only sufficient water and provisions for their own consumption and any one that would grow fat running so little to support his grub deserves to be put on short allowance. The fog, if it continues the same as it has in the last week is likely to prove a serious drawback to our whaling business if we should happen to where an great whales; but goes as we have lately and go a little ahead of any that we ever experienced in any other sea, it is very perceptible to the feeling as well as to the sight and occasionally we have it almost dense enough to drive spikes into in such weather as this we are generally lying aback as it is useless to bang around when it cannot be seen where we are going to, besides no whales could be seen at a distance of more than two ships lengths, and by the time we had approached in such close proximity as that they would have taken their own limits and the portion of them that would fall to us would be extremely small. The bowhead which we saw on Thursday at a distance of one quarter of a mile was thought from our position to have been perfectly within our whorl but the little could be gained by running for the bowhead in fog. None of our ships which we have lately spoken have seen several bowheads but none of them have taken any, nor have we heard of the capture of one by any ship this season.

The ice still continues to form an effectual blockade to the passage North, but is expected to break up before long then there will be a grand rush for higher latitudes where it can be determined whether or not the season is to be at all profitable. The ice in sufficient quantities to impede the progress of ships, in this latitude and at this season of the year, is said to be a very unusual circumstance. There is evidently a large field which extends East and West as far as we have been in both directions, and for aught we know reaches across the Framtschatka Sea from the British to the Western shore, there may possibly be a passage along the shore through to the North and I believe we are now bound over to the Western shore to be certain whether or not this is the case. This ice has probably been drifted off from our shore where it had formed, and some of it has perhaps even drifted from the ice ocean, as it is continually on the move it will in all probability disperse sufficiently to answer our purpose before long. Notwithstanding the late foggy state of the weather or a solar observation has occasionally been obtained from which we have been enabled to determine our position once in a while; from such observations on the prefixed dates the following Latitudes and Longitudes have been deduced.

June 5th. Lat.  $60^{\circ}15' N$  Long.  $178^{\circ}35' W$ . 7th. Lat.  $60^{\circ}32' N$  Long. by acct.  $179^{\circ}48' E$   
 8th. (by acct.) Lat.  $60^{\circ}47' N$  Long.  $177^{\circ}40' E$ . 9th. Lat.  $60^{\circ}30' N$  Long. by acct.  $179^{\circ}35' E$   
 10th. Lat.  $60^{\circ}28' N$  Long.  $178^{\circ}10' E$ . On the 4th, 6th, and 8th, no observations were taken.



Saturday, June 17th. 1854. The week ending to  
 day has been one of unusual interest. The weather has been generally pleasant,  
 fog has occasionally changed the scene but not so frequently as in the week  
 immediately preceding. But a little sketch of its various turns in the order of their  
 occurrence would be a much more expeditious way of noting down the several  
 days. A gun with ship and of Fairbairn was on board at the last entry that  
 gun was concluded as all guns must necessarily be used at midnight. The captain  
 of our ship returned on board having evidently been enjoying himself. On Sunday  
 we had a frost breeze from the S.W. and we were under full sail we ran out of the ice to the Westward, then steered to the N.W. there were  
 four ships in sight about four there were also steaming to the N.W. for a while  
 but afterwards kept off and we did the same. At 10 o'clock P.M. all the fleet  
 (five of us) hauled up N.E. by N. the ice in sight to the leeward of us. Sunday  
 night light breeze still continued from the South and the weather somewhat  
 cloudy. On Monday morning the wind hauled to the N.E. and we stood N.W.  
 under all drawing sail. At 10 o'clock in the forenoon the weather, which had previous-  
 ly been hazy cleared away and Cape Navarin was raised bearing N. and distant  
 about fifteen miles. Ships soon after began to come in sight and at noon the nine  
 of them were all in sight. The wind continued fresh from N.E. all that  
 day and we were standing in shore to the N.N.W. At 3 o'clock in the afternoon spoke  
 one of the ships which were in sight and which proved to be the gunboat of New Bedford,  
 Capt. Andrews, with nothing this season. Capt. Andrews and boats crew  
 came on board of us and made a short stop. But the gun was not extended  
 to the gunboat. Monday night the wind increased from N.E. and doubled upon  
 the topsails we stood off shore through the night. Ice was soon after raised to the  
 Southward, but we did not approach very near it. On Tuesday, in the morning, we  
 made a great breeze from the N.E. and making sail we stood in towards Cape Navarin  
 until we were within four miles of the shore, then again stood off to the Southward.  
 at noon we were becalmed some seven or eight miles from shore; twelve ships  
 were in sight among which we recognized the French ship Orion, and the  
 Carolina of New Bedford. A new species of whale, to many of us, was also seen at a  
 distance which gets by the various names of Muscle digger, California gray Devil  
 fish, Humpback, Kipack &c. They are said to be about as limber as fish  
 as the ocean contains and perfect devils to capture, hence the foregoing cognomes  
 have been applied to them. They are said to be troubled but little at sea but are  
 much to a considerable extent. Magdalena Bay; we did not molest the one  
 we saw. The weather being very pleasant and the atmosphere mild  
 and warm on Tuesday. Provisions were broken out and for the first time since  
 we did not have a warm weather the decks were washed off. At noon Cape Navarin  
 bore E.N.E. and the weather continuing calm all the afternoon. At 4 o'clock  
 the captain and boats crew went on board Ship Carolina of New Bedford, J. P.  
 Gray, commanding. The mate and his boats crew went in towards the land and



ring, and as I have the honor to belong to that crowd I accompanied him.  
 as approached within two or three miles of the beach shot a few small birds, and  
 saw considerable help, and had a good view of the country, which presented  
 a very barren aspect and from its considerable height looked still more gloomy  
 It had every appearance of being incapable of sustaining human life from its  
 own resources, but a circumstance soon after occurred which gave the lie to this sup-  
 position. A speck was discerned on the surface of the water in shore from our boat,  
 which as it continued to approach us, was soon made out to be a canoe, and  
 as the occupants were evidently disposed to visit our bark we started for her al-  
 so to have a sight at the strangers. We arrived on board about half past six P.M.  
 and at seven o'clock, the canoe from shore arrived alongside having paddled a  
 distance of about twelve miles; We then had a view of a gang of Esquimaux  
 Indians. The canoe being the first thing which was seen descried the first native.  
 It was about 25 feet in length and 3 or 4 feet in width, rudely constructed of  
 a wooden frame which was covered with walrus hide and from its light con-  
 struction floated very buoyantly; all the fastenings were strips of walrus hide  
 or pieces of ivory, no nails or iron work of any description being visible, altogether  
 it was quite an ingenious piece of work and was no doubt better adapted to their  
 wants than any constructed by a more civilized hand. This structure contained  
 ten persons, six men two women and two children. They were a singular look-  
 ing set, dressed in furs from head to foot, men women and children wearing  
 similar dresses which consisted principally of breeches and socks; the number of  
 these which each should wear was apparently unlimited, each suiting his own  
 taste, and apparently wearing the garments much longer than would be health-  
 y in a warmer climate. The men were all stout built and muscular but a trifle  
 silly. They chewed and smoked tobacco incessantly using pipes of their own man-  
 ufacture which were made of wood and contained an enormous quantity of tobacco,  
 the quid of tobacco when at its use was stowed away behind the ear to dry  
 and then again chewed. The only food which they appeared to have any desire for  
 was hard bread, and this eat with great avidity, but they kept up a continual cry  
 for "Tavaco" and "le le le" (Tobacco and Needles) the last named article prob-  
 ably having been found very useful in the manufacture of wearing apparel.  
 The men were all on board of us, but the women and children remained in the ca-  
 noe alongside. The ladies was voted good looking but beauty under such cir-  
 cumstances would not appear to much advantage any where; probably our absence  
 from female society for some time previous influenced the determination that  
 this one was good looking. The continual jabber which they kept up among  
 themselves was very inexpressive and totally unintelligible to us: One word  
 could scarcely be distinguished from another only a thick guttural sound was  
 discernible to us and this mumbling would doubtless lead one to believe that they  
 only understood each other occasionally. They brought with them a lot of skins  
 of deer dog, horse &c. which they wished to trade for tobacco but the same was



of such a poor description that few of them were exchanged. they however made quite a raise in the article which they most desired all hands giving them something. The canoe contained a lot of hunting, whaling and fishing apparatus, which consisted of Bows, arrows, darts, Harpoons, lines of walrus hide &c. they were evidently prepared for any thing that came along, and as much at home in the canoe as they would have been on shore. We saw no provision with them but they probably had some stowed away in some corner of the canoe, either whale meat or blubber which is said to be their principal food. they attack whales in the canoes and overpower them with numbers and perseverance; to quench thirst they had a large lump of ice. At 11 o'clock P.M. the Esquimaux probably thought they had made all that was to be made out of us and accordingly left for the shore making a short stop at the Carolina on the way, and having nearly fifteen miles to paddle before arriving on the beach; but to this they were probably accustomed. The Captain had arrived on board about an hour previous to the leaving of the Esquimaux reporting the Carolina B.M. out from home with 400 Hbls. but had taken no whales this season.

A light fog set in about midnight of Tuesday and this with a calm continued several hours but by 10 o'clock on Wednesday a light breeze sprang up from the N.W. which cleared away the fog and we steered to the S.W. under all drawing sail. Cape Navarin was visible to the N.W. and at noon was some 24 or 30 miles distant; fifteen ships were in sight through the day and ice was observed in various directions. In the afternoon of Wednesday the wind was blowing fresh from the N. and we were steering S.E. under all sail. The ship *Futuroff* of New Bedford, standing in an opposite direction we passed, and soon after raised a field of ice to the Eastward, which extended to the Southward; a ship was in sight a short distance ahead of us also steering toward the ice; at 5 P.M. we were by the edge of the ice and spoke the ship which had arrived there just before us, and which was ascertained to be the *Niger* of New Bedford, Capt. Jernegan, 18 months out 1200 Hbls. Capt. Jernegan and a boat crew from the *Niger* came on board of us and stopped a short time, all the gunning being done on board of us. The *Niger* had taken no oil this season. A thick fog set in shortly after the gun was concluded and in this we lay aback all night. By the ice. Thursday the wind had left us altogether and a dead calm and thick fog continued all day. Two ships were dimly seen through the surrounding haze on that day. The ice also not far distant, but light and somewhat scattering.

The weather continued calm and foggy until yesterday (Friday) morning when a light breeze sprang up from the N.W. and this partly dispersed the fog but the weather continued hazy all that day. In the forenoon we were lying off and on the ice on different parts several ships were in sight and one of them we spoke and ascertained to be the *Falcon* of New Bedford, Capt. Gardiner; she had taken no whale this season and was no better off than when we first saw her.



at Cape Melton. Capt. Gardner and boats were sent on board of us and while they were here his boats lowered and pulled in the direction of the ice, but we could see nothing except a shoal of killers there and so concluded they were after them. Whatever might have been the object of their pursuit, they returned to the Falcon unsuccessful. In the afternoon yesterday we stood along the edge of the ice to the Westward and at 2 o'clock P.M. sighted the ship Montpelier of New Bedford. Capt. Worcester, no whale this season. This was a ship which had been anxiously looked for all the season by our mate. He was in her on her last voyage and the present commander was a shipmate with him. Almost every ship seen previously had been pronounced by the mate to be the Montpelier, but he was invariably wrong until yesterday when we found her at last and had a first rate gam on both sides for the first time this week, all the gamming having before been on one side. At 4 o'clock yesterday afternoon, both the Montpelier and the Arab kept off N. N. W. the weather soon after became clear, the breeze continued light from N.W. and at 11 o'clock P.M. the land in the vicinity of Cape Navarin was raised, bearing N. and judged to be twenty miles distant.

This (Saturday) morning we had a fresh breeze from N. E. W. and came down to double reefed topsails, heading to the Southward. The weather has been clear all day and we have this afternoon, been standing off and on shore at Cape Navarin, approaching within eight miles of it. Scattering ice has been visible in various directions through the day and seven ships have been seen. We spoke and gammed with the Montpelier shortly after dinner and at 3 o'clock in the afternoon, while the gam was yet progressing, the Montpelier was observed by us that stood at home to lower a boat for water, many of which were visible upon the ice. Our second mate seeing the Montpelier's boat lower, also went down to try his luck at water catching, and to see the gam if there was any. I accompanied him. Many hundred walrus were to be seen lying about in the snow upon the ice cakes and having very much the appearance of a large drove of cattle. We pulled directly for a large cake which was covered with these animals and approached very near to them before they discovered us, but as soon as they ascertained our proximity to them, such a scrambling for the water I never beheld, over and under each other all in a heap, they made a grand charge, but at the same time an extra stroke in the boat carried us up to the last disappearing object of our pursuit, and one unfortunate walrus received a harpoon in his side just as he was sliding into the water, and no doubt imagining himself in perfect security. The remainder of the crowd did not stop long after receiving this salutation, but crawled into the water as fast as their flippers would carry them and left their former companion and ourselves to fight the battle out alone. The walrus to which we were first exposed was very good flesh, but seemed disposed to hook his tusk over the gunwale of the boat once or twice, this was however prevented by the vigorous reception with which he met, and as this appeared to be the only mode of attack of which he was capable he effected no damage. I spoke to a first tried, to our no stranger down with, but the toughness of the hide prevented much damage



being done with this instrument, and the lance was accordingly tried and used more effectually. the tough hide could not resist its keen edge, and after considerable punching, the poor walrus at last succumbed to the power of the lance and the force of circumstances, yielded up the ghost and expired without a groan, sinking like a ballast stone. He was then hauled up to the logger head, made fast and we started for the bark. The Montpelier boat had also struck me and got him dead. By this time and they took theirs to the Montpelier, our walrus looked very heavy and we had a long pull after the bark which forged ahead with the mainyard a back nearly as fast as we could pull. However we at length arrived alongside, and hoisted the walrus, which was about as large as a good sized ox, in on deck, took the tusk, which were about eighteen inches in length, and the blubber, which was two or three inches in thickness, and committed the carcass to the deep. The gam with the Montpelier broke up a short time afterwards, and the close of this week finds us all straight again, and the bark heading off shore to the Eastward.

Thus has a week of considerable interest passed away at last. The weather still continues more favorable than we had anticipated, although the fog has occasionally visited us in full dress. No signs of the bristled species yet appear and the season bids fair to be an unfavorable one. An occasional bit of fun like that of to day helps to make things agreeable, walrus catching, if not as profitable, I think is quite as pleasant as whaling; it was really amusing to see the maneuvers of the shoal during the time we were fast. First their tumbling from the cakes into the water some of them falling from cakes several feet in height, and entering the water with a splash all in a heap; then again, at intervals of a few minutes, in shoals of 15 or 20 again appearing at the surface of the water just clearing their heads above water and with their tusks hanging down before their faces, having a very ferocious appearance and giving us as though they meditated an attack, yet all the while taking fine care to keep a respectable distance from us, and their final disappearance under water, appearing, as they turned flukes, like a cat without a tail breaching out of a window; all this furnished us with amusement at the time, and food for future conversation and reflection. The visit of the Esquimaux and the various games have also contributed and altogether it has been quite an eventful week with us. May the fun continue if we are still to be as unfortunate as heretofore respecting our whaling.

The fog has not prevailed this week to an extent sufficient to prevent glimpses of the sun being obtained nearly every day and from these observations the following Latitudes and Longitudes have been obtained, the ship being in East Longitude all the week.

June 11th Lat.  $60^{\circ}31' N.$  Long.  $177^{\circ}10' E.$  12th. Lat.  $62^{\circ}04' N.$  Long.  $178^{\circ}44' E.$

13th. Lat.  $62^{\circ}43' N.$  Long.  $178^{\circ}31' E.$  14th. Lat.  $61^{\circ}33' N.$  Long.  $177^{\circ}33' E.$

15th. Lat.  $61^{\circ}10' N.$  Long.  $179^{\circ} E.$  No observations were obtained on the

15th. and 16th. in consequence of the dense fog on those days.



Saturday June 24th. 1854. Once more have we arrived in a place inhabited by bowheads or more concisely speaking, the bowheads have at length arrived in a water which at present we inhabit, they are few in number and so said that we can get no where near them therefore, save the satisfaction of knowing that bowheads are not altogether exterminated from the face of the earth no benefit is likely to accrue at present from the vision. We have been in sight of the land nearly every day this week and quite a fleet of ships have been around us every body apparently thinking that this is the place where the bowheads should be. The events of this week have been but little varied but the week has passed away quite pleasantly, notwithstanding we have been vexed by considerable fog and lately by otherwise disagreeable weather.

A pleasant breeze from the E. S. E. attended us on Sunday last and with this, we were in the forenoon standing in toward Cape Naarinn, which was in sight all day to the N. W. about noon we were within six miles of it, the nearest approach which we made on that day, heading to the Southward in the afternoon. Ship under all drawing sail.

A great number of walrus were in sight upon the ice through the day, and in the forenoon we lowered three boats for them 1st 2nd and 3rd water going down. The mate succeeded in striking one after a short time, belonging to his boat, I was then I suppose, but with this fellow we had rather more of a time than with the first one taken, he hardly showed us fair play, but upon being struck immediately started farther into the ice, and our united efforts with the oars were insufficient to pull him out into clear water, ascertaining this to be the case, we all jumped out upon a large flat cake of ice, and taking the brigt of the line from the boat, made out to haul the walrus out and the cake on which we were standing in, until walrus and ice cake had met; the mate then commenced operations upon him with the lance, the remainder of us holding him to it with the line; he showed considerable spunk and as fast as the mate could dart three lances into him so fast he with his flippers broke the pole of each lance, once he made an attempt to "board us" and got partly up on the cake on which we stood, but he met with a reception then which induced him to alter his determination and "etern" as fast as possible, by continual puncturing the mate at length fixed him, but not, however, until he had dragged us some distance in the ice, from where we had some difficulty in extricating the boat, but we all got out after a while, ourselves, boat and walrus, and taking the latter in tow, went on board and hoisted him in. He was a very large one and would weigh over 2000 lbs. I should think, his blubber and turks were taken from him and the carcass passed to Davy Jones. In the afternoon of the same day the three water again lowered for walrus, and the mate was the only successful one in the crowd the one which we captured this time was a much smaller one than the other and gave us but little trouble, he being easily killed from the boat; him we also took on board and taking the blubber and turks the remainder received a sea loss; we then had the blubber and turks of three which we had captured. The shoals out of which we got the line I related Sunday to that from which the first one was taken coming up all around us and wearing the same ferocious look. I observed one large gray fellow in the crowd which, to judge from his appear-



ance, had attained a ripe old age; he was the first to discover our approach and with a commendable regard for his own safety crawled to the edge of the ice before giving the alarm to his companions, then gently slid under water. The alarm was spread by each one to his neighbour, by punching him with his tusks to awake him, they evidently did not like the idea of being disturbed but made for the water grunting as they went. There were four ships in sight of us on Sunday among which was the Montpelier; the boats of several were down for assistance but the Montpelier and our own were the only successful ones observed. At 4 o'clock on Sunday afternoon, a dense fog enshrouded us as it set in Cape Navarin bore N.W. by N. Dist. ten miles. All that night and the forenoon of Monday, the fog continued, and with a light breeze from S. we were lying aback on different tacks. At half past twelve o'clock on Monday afternoon we were somewhat surprised at seeing Cape Navarin looming up through the thick fog, and in such close proximity to it it seemed almost overhanging us, we could have been but little, if any more, than a quarter of a mile from it, having been drifted there probably by the current, and had we kept on in the direction which we were heading, (to the Westward), a few moments longer would probably have piled the bones of the old Crab upon the desolate shores of Cape Navarin.

More ship to the E. S. E. as soon as the land was observed, and again hauled a tack. At 2 o'clock P.M. the fog lit up; two ships bore in sight off shore of us and Cape Navarin became visible to the Westward; bracing forward we stood along to the Eastward, and at seven o'clock, P.M. ice was raised to the S. E. At eight P.M. broke and gammed with the Montpelier of New Bedford, and the gam continued until a late hour. At 11 P.M. a dense fog again encompassed us. Tuesday morning close weather, a rain and a fresh breeze from the Eastward, ship heading to the S. E. we were all drawing sail; six ships were in sight in various directions. The ice was observed to the Eastward and land was in sight to the Westward. Brought out water, and towards noon, the wind increasing a little took in the light sails; in the afternoon fog again set in, and the wind increased from E. by N. we were heading N. by E. and at two o'clock P.M. doubled reefed the top sails and hauled up the courses. Landward ice was then in sight to the Eastward, and two ships were seen on the same afternoon, both of them bound to the S. E. At night we had strong breezes from E. N. E. which were accompanied by considerable snow and rain, and in this disagreeable weather we were lying aback on different tacks, until Wednesday morning, then, close reefing the fore topsail we steered S. by S. parting ice. The ship Olympia of New Bedford was observed in the forenoon, standing to the Northward. A strong breeze from the E. N. E. continued with us all day, and part of the time was accompanied by a thick fog. The ice was in sight to the Eastward of us all day, and by this we were steering to the Southward until night, then hauled on the wind and stood on different tacks through the night. Thursday strong breeze from E. N. E. and fog weather continued with us, which standing on a different tack, we were seen to the Eastward of us in the forenoon. Also



three sails. At 11 o'clock A.M. Cape Navarin was observed bearing N.W. distant about ten miles. For some time previous it had been excluded from our sight by the foggy weather. About noon on Thursday the wind hauled to the N.N.E. and all the afternoon we had fog rain, snow and blow from that direction. Four sails were in sight and at 2 o'clock in the afternoon a boat from us went on board one of them which was ascertained to be the bark Harvort of Fairhaven Capt. Spencer. No whales this season from the other ships were ascertained to be the Phoebe, Jefferson and Kent. At 10 o'clock in the forenoon the fog lifted strong breeze from S.W. and thick weather, ships at sea on different tracks. At 2 o'clock on yesterday (Friday) morning Cape Navarin was again raised to the N.N.W. and continued in sight of us all day, when nearest being probably fifteen miles distant. A moderate gale from the Northwestward was our companion. In the forenoon the weather was somewhat more pleasant than in the afternoon, but in this weather under double reefed main, topmast and fore-topmast sails we were cruising about on both tracks, close hauled on the wind; seven ships were in sight in the forenoon, but only two of them were visible in the afternoon. The vessels spoken of at the commencement of this entry, first met their appearance yesterday. Three were seen in the forenoon, all going quick to the windward which was in the direction of the land; the state of the weather totally excluded the idea of lowering for whales even if they had been still, and consequently they passed us unmolested; In the afternoon more bowheads were observed travelling, some for or to the land to the windward, with some idea of a lurking danger to them. Judging from the speed they had on, all eight o'clock yesterday afternoon the wind increased a little and the foremast was taken in, and main topmast also reefed. A strong gale from N.N.W. continued through the night and under a close reefed main topmast, main spencer, and fore-topmast stay sail, we were lying to heading to the S.W. The gale continued to rage unabated all of the present day, and has kicked up a considerable sea, which is still rolling and the gale yet shows no signs of subsiding, so that matters were very unpleasant all day. In the afternoon we were about the wind. This morning two ships were in sight, one of which was observed to be heaving the first tangible sign of any ship having left port that we have seen this season. Two bowheads were also observed this forenoon making double quick time in a windward direction. From these circumstances it appears as though everything is combined in the attempt to make this an unfavorable season for us. The weather or the work had just assumed a state of advantage to conclusion as the bowheads made their appearance, and rather to corroborate the supposition, the whales slipped in sight hardly long enough to allow us a second peep at them; well "so mote it be," if we are to be unfortunate, unfortunate as that most unfortunately we are. It is to be hoped that some of the ships going away will let us hear from them. A single fog or low pressure led to the fact that no solar observations have been taken on only one occasion, the 22d. and the observations obtained that day placed as follows:

Lat.  $62^{\circ}19' N.$  Long.  $179^{\circ}10' E.$



Saturday, July 1st. 1854. Another week has passed away and we are still to be found in unaltered whaling circumstances. Bowheads have been seen frequently but not in the best time we have been benefited by the sight. A severe gale from the Northward was raging at the termination of last week, and this blow continued until nearly noon on Monday with moderating, but at the expiration of that time the wind subsided a little and the foresail was set; we were then heading to the N.W.; from N.N.E. the wind continued to blow a moderate gale, from that time until Monday forenoon and under a close reefed main, topsail and foresail. We were lying to, the whole of it heading to the N.W., as considerable snow accreted to make the weather still more disagreeable. Tuesday afternoon, one ship was seen the same afternoon standing to the Eastward and at two o'clock P.M. three bowheads were observed travelling quickly in a westerly direction. On the forenoon of Monday the scene was again changed and things began to assume a more agreeable aspect than for the two previous days. The wind moderated and commenced the change by hauling to the Westward, the sails reefed to full, courses and jib were set, and under this canvas we stood to the Northward. The land at Cape Navarin also bore in sight bearing N.W. and distant 40 miles. It had been out of sight for the two previous days. Bowheads next began to appear and before noon an entire school covered three times for them, each and every time returning successful in the pursuit. As the whaler were extremely wild, and it was impossible to get any closer than 1000 yards, a good sight could be obtained. Twelve ships were in sight of us nearly all that day and most of them were observed to hoist their boats down after whales, but none as far as we could ascertain were successful. In the afternoon the blubber of the three walruses which we had previously taken was sent ashore, they yielded about two barrels of oil which was not of a very superior quality. This blubber was burnt on purpose to make a display of it, and that day a good opportunity offered, as on amongst a gang of a dozen or thereabouts the black smoke puffed in volumes from the chimneys of the big works no doubt for a time deceived many who thought "that fellow is fortunate", so we had been but not probably to the extent which they imagined. At 2 o'clock on Monday afternoon the matter ended a 4th time and this time we were successful enough to obtain all we lowered for, it happened however not to be a whale for which the boat was lowered as the whale came might be a large one. At something had been raised from underneath a short time previously which was at first supposed to be a dead whale but we were good fortune as to pick up a live whale awaited us and the object was soon ascertained to be a boat filled with water, and such a thing has discovered for at sea, out of the whaler's track it might have given rise to various horrid conjectures, but being discovered in these regions the only rational supposition was that the boat had been set on fire by a whale's fire. It was a small boat from the same whaler as the blow which had immediately preceded it, we therefore approached it with little expectation of success, it occupied 1/2



a crew of starved to death castaways, or the only poor devil left to tell of the total destruction of some large ship of which he had formerly been an inmate. However, as there intruded to make his approach the sunken boat in view, and pulling alongside of it, we used nothing to combat the supposition which had previously been formed respecting her, viz. that she had been stove by a whale, or lost from the waves the manner in which she was stove induced the belief that a whale was the author of the mischief. But somewhat contradictory to this, several lines were found in her which had she been stove by a whale it was thought would have been afterwards taken from her. Among these was a boat compass tin horn, boat-tweezer watch waltz, no remainder of any description was found in or about her. We however hooked on to her just as she was, towed her alongside the bark and hoisted her in on deck. She was stowed so badly as to be worthless except for firewood, and into this she was accordingly smashed up and cut. The articles found on her being retained for the benefit of the Barbadoes. The only thing upon which any mark was found this was marked on a white ground, **W. E.**, this mark as understood indicated that it was the Warrant boat of some ship, and from some peculiarity in the construction, or painting of the boat it was supposed to belong to the ship Lewis of New Bedford. On this conjecture the subject was dismissed. At 4 o'clock on Monday afternoon several more bowheads were raised, and three boats were again lowered to another hunt. Two times we were driven away by the waves during our return to the ship without a bowhead or without having got within a reasonable distance of one. The whaler were still in sight to the windward when we came on board. Soon after this the wind altogether died away leaving us in a dead calm. At 9 o'clock the same evening, the mate and our boat's crew lowered alone for a bowhead that appeared to be quite at hand, and young but little we were to be seen. The only good thing about it, only, and I remember for more than two hours but time out of view we could not get only within just about 20 fathoms every time. The bowhead suddenly understood our position all the time more accurately than we understood her and he accordingly kept at a respectable distance from us. At last finding that it was useless to work in the manner we had been doing any longer, the mate determined to try what would be in a few vigorous strokes of the oars. Accordingly the next time, Mr. Boardman and his companions all springing to the oars the whale was out a few ships length distant from us when we started for him and as quickly as within about two boat's length of him when suddenly disappearing, no oars were being used by his pursuers. He disappeared and when next seen was bound in shore at a rate that defied all pursuit. We were started for the ship and arrived at midnight. At that time it was merely a little dusk, the nights in these regions being very short and little darkness prevailing. At no time did it look to us as if it were a whale, and men are seldom at the masthead in these regions at night. Four every day, we were two miles distant from the ship on Monday night. But at this distance she was easily discernible. I have followed the



good daylight if he had remained still and not been galloped. This last was the  
 fifth time we had lowered for bowheads on Monday, almost if not quite equal  
 to blackfishing. the weather up here, is however not quite so sultry as in the  
 blackfishing waters and a short pull occasionally only serves to keep the  
 blood from stagnating. On Tuesday forenoon a light breeze sprang up from the  
 N. N. E. which was accompanied by thick, rainy weather we were heading to  
 the N. W. under all sail. Cape Navarin was in sight to the Northward of us  
 at a distance of about fifteen miles. four ships were also in sight of us all  
 day and in the afternoon seven more became visible making a total of eleven.  
 The rain and fog cleared away in the afternoon and the breeze continued light  
 from N. N. E. we continued standing in shore to the N. W. until within about  
 eight miles of Cape Navarin; it then bore N. N. W. At 4 o'clock P. M. we  
 were in amongst scattering ice and many of the ships were observed to have  
 their boats down in the ice, apparently chasing whales but we could see none.  
 one of the ships which were then in sight, and that we after ascertained to be  
 the Olympia of New Bedford, was seen cutting in a whale, there was another  
 fortunate one. At half past five o'clock P. M. same day, a humpback was  
 raised in the ice and the mate lowered for him; we chased him about among  
 the ice for some distance, but he continued to enter farther and farther into  
 the main body of the ice and we were finally obliged to give him up and return  
 to the ship. quite a number of large seals were observed by us while coming on  
 board and we made an endeavor to strike one but could not get very near them.  
 returning to the bark, we passed a short distance from ship Christopher Mitchell of  
 New Bedford, and arrived on board at seven o'clock P. M.: at eight o'clock  
 Captain Strom and a boat crew from ship Christopher Mitchell came on board  
 of us reporting the C. M. with 400 bbls. whale, and 200 bbls. sperm, oil, eleven  
 months from home, she had taken no whales this season, and this is the re-  
 port we have received from every ship we have yet spoken none of them have  
 been any more fortunate than ourselves, and this of course encourages us a  
 little, for misery likes company as every body knows and in respect of taking  
 oil we are miserable enough. The boat from the Christopher Mitchell stopped  
 on board of us but a short time then returned to their own ship. Through  
 the night on Tuesday we were standing off and on shore on different tacks,  
 wind continuing light from N. N. E. Wednesday, the weather continued the  
 change by setting in foggy and a thick fog prevailed all day; wind light  
 from the N. N. E. ship standing on different tacks, and part of the day lying  
 aback. A humpback was seen in the forenoon but for him we did not lower.  
 Scattering ice came in sight of us in the afternoon to the N. W. A bowhead was  
 also observed toward night but in spite of the hurry to get to the  
 Northward, that it was secured. I wish to make any attempt to  
 his progress. At 11 o'clock P. M. spoke the B. & C. Ann. Under of New Bed-  
 ford Capt. Kelly, six months from home, with no oil whatever. She had



Then just arrived on this whaling ground, and was only 23 days from the Sandwich Islands; Capt. Felley came on board of us and made a short stop bringing papers of a somewhat later date than we had been able to obtain at the Sandwich Islands.

It was a fine morning and a light breeze from the N.E. ship standing to the N.E. in the distance. In the evening ice was seen in sight at some distance in shore of us. Fifteen ships were in sight before Thursday, and three of them were boiling; this is the largest number of ships we have yet seen in one day, in this time. In the afternoon we approached nearer the shore, and at one o'clock P.M. we were about five miles distant from Cape Navarin which bore N.N.E.; quite heavy ice was to be seen for a long distance up and down the beach, in shore of us. Three boats were lowered from us at the same time to look for whales in the ice; the 1st, 2nd, and 3rd. mates were down; we saw several bowheads but could get no where near them, and then all three boats penetrated farther into the ice; our boats crew all got out on a large cake of ice which was covered with snow, and enjoyed a little game of snow ball; to get foot any where, out of the ship or boat, even on an ice cake in the Amtschialka sea is very agreeable for a change; we enjoyed ourselves among the ice, chasing seals and birds snow balling &c. for a short time and returned on board at 4 o'clock P.M. At 5 o'clock a thick fog came on, and the 2nd. and 3rd. mates had not yet returned to the ship, and when last seen were some distance into the ice; fearing they had, or might have, lost their way in the fog, we had recourse to horrid noises, to make them aware of our situation if possible; horns were blown and guns fired, but we received no answering response from the missing boats; the piece of ordinance which had previously been kicking about in the fore hold all the voyage, was then called into requisition, and blank cartridges were fired until an answer was at length received and it was thought to proceed from the missing boat. We were however soon convinced by hearing a cock crow, which a deck of bark yard gentlemen told us the boats did not contain, and a ship was a moment after observed, looming up through the fog a short distance from us, coming across our bow; the noise of the horns we had just heard in answer to our signals had proceeded from her. She kept on a course in our bow and hauled to aback, just as the deck of us had ascertained her to be the *Silver Star* of L. Capt. Bonny and a boat immediately came on board from her to learn what game in the fog. From Capt. Bonny the boat which we had picked up on the 16th was ascertained to have belonged to the *Silver Star* as we had supposed; she had been blown broadside only a few days previous to the one in which we had picked her up. and the crew spent us a long and interesting hour in relation to the subject. The 2nd. mate of the *Silver Star* had, at his first sight, been taken in the question but on the damage he had sustained to the boat was the *Silver Star* had been extremely unfortunate this season having been out to six bowheads and saving not one of them. The game lasted but a short time; Capt. Bonny fired his compass, waifs &c. and returned to the *Silver Star*. At eight o'clock P.M. the 2nd. and 3rd. mates returned on board, having come direct to the bark without any difficulty.



The 3d. male had landed at Cape Naeruin. But discovered nothing very interesting there. The description given of it by the crew answered very well to its appearance from the ship; a rocky, barren and desolate country. They stopped on the beach but a moment picked up a few stones from the beach as curiosities from a foreign land, and started for the bark getting her bearings before the fog set in. While we were cruising about in the ice previous to the fog setting in boats from several ships were observed all along the ice, probably looking for whales, but none of them were successful enough to strike one. One boat was seen from the bark while we were off, and just after the fog set in, another came up close to the ship, but we did not lower for him. At 10 o'clock Thursday evening the fog cleared away again. We layed aback on different tacks the remainder of that night, but had no more remarkable adventures. On today (Friday) we were again favored with a clear day; a fresh breeze from the Southward attended us and with this in the forenoon, we were beating about on both tacks. Cape Naeruin was in sight of us, about ten miles distant to the Northward of us in the morning; ice was also in sight in shore of us and some seven or eight ships were visible; three of these were hauling and two others were chasing whales. In the afternoon we steered off E. by S. under all sail; only three ships were then in sight and two of these had their boats down after whales but they met with no success whatever. We saw no bowheads but a couple of humpbacks appeared; these however were allowed to pass unmolested. At five o'clock P.M. fresh breeze took us all the light sail. At night foggy weather again set in and the wind hauled to N.N.W. Layed aback until this (Saturday) morning when with a light breeze from the N.N.W. we braced forward and stood to the N.E. under all drawing sail, also making an addition of a mizzen top-mast-staysail, to the canvases which we had previously carried. Five ships were in sight at us this forenoon, but all passed at land, ice, &c. have been invisible all day. The breeze continued light from N.N.W. and we were heading to the N.E. until seven o'clock this afternoon when the wind hauled to the S.W. and we kept off N. which course we are yet steering with the fixed determination of leaving the vicinity of Cape Naeruin in the hope of discovering a cruising ground where our efforts will be crowned with better success than has lately attended them. I think however that so far no blame can be attached to any one on account of our not catching a bowhead; all that we have seen have been very old and shy, most of them going queer and all evidently not feeling perfectly at home; therefore laboring under these combined disadvantages, all hands I think are exculpable. Although we have had considerable fog lately yet the state of the weather generally has been such as to be no particular drawback to our catching whales if an opportunity had occurred. The atmosphere yet continues warm and mild and we reluctantly put the worst of the weather on the prospect of here. The sailmaker and his little implements on board the ship



now days, merely having to break out whatever provisions, water, and other necessities are useful; this no doubt suits many of them very well, and as long as any one can always enjoy the present nothing else can reasonably be desired. The vessel is bound to pass away in some manner, and if we have, unsuccessful bowheading, there are yet plenty of blackfish in the tropics which a fair trial may probably capture.

Observations taken this week have placed us in the following situations.

June 25th. Lat.  $61^{\circ}12'$  N. Long. by Lat.  $177^{\circ}21'$  E. 26th Lat.  $61^{\circ}19'$  N. Long. by Lat.  $177^{\circ}6'$

30th. Lat.  $62^{\circ}24'$  N. Long.  $178^{\circ}53'$  E. July 1st. Lat.  $61^{\circ}32'$  N. Long.  $176^{\circ}56'$  W.

On the 27th, 28th, and 29th. No observations were obtained.

Saturday, July 8th. 1854, Flax at length arrived and the week ending to day has initiated us a little deeper into the mystery of bowheading than we had previously been introduced, no signal success has, however crowned our efforts and in an oily point of view we still remain as clear as heretofore. But to particularize a little and give the details of the weekly transactions in the order of their occurrence: At the close of last week we had got started from the vicinity of Cape Navarin, which had been our cruising ground, off and on for nearly three weeks previous and were bound in quest of a water where bowheads were more plentiful and less wild; in this enterprise we partially succeeded, as will presently be recorded. Sunday morning, July 2nd, opened with foggy weather, and a fresh breeze from N.E.W. we were steering N. under all sail, until ten o'clock in the forenoon, when the ship was hauled on the wind, heading to the Westward, and the light sails were taken in. No ships or land was in sight, and through the forenoon we were somewhat lonely, but in the afternoon a circumstance occurred which woke us up for a time and found us plenty of employment: the breeze continued fresh from N.E.W. and under whole topsails and courses we continued standing to the Westward; at eight o'clock P.M. a bowhead appeared, and the mate immediately lowered for him, our boat only going down at first; the whale had appeared, before our lowering, to be comparatively small, but after we got down and chasing him, he shook around as fast as any of those we had formerly chased, but did not travel any great distance in a direct line; seeing him work in this manner from the ship, the 2nd and 3d mates, at 10 o'clock P.M. also lowered to participate in the game, and almost immediately after the 2nd mate struck the whale; at the time, our boat was some distance to the leeward and we had lost sight of the whale the previous rising, but saw the 2nd mate as he was in the act of getting fast; our boats crew were somewhat disappointed that we had not got fast ourselves, but we were all satisfied to see the 2nd mate fast, and started for him in high spirits, anticipating little difficulty in killing the whale, but however proved to be a more difficult task than we were, after all able to accomplish, the whale started as soon as he was struck at a rapid rate, and continued to run and sound, in a manner that prevented the 2nd mate from



approaching him near enough to get an opportunity to make an effort, as soon as the boat's crew had hauled the boat any where near the whale, down he would go, and running under water take out all the line they had previously hauled in. the whale, however, did not run in a straight direction for any length of time but continued circling around in a circumference of probably eight or ten miles; the mate and 3d. mate crews found plenty of employment in chasing the first boat around, endeavoring to get fast to the whale. the weather was just about cool enough to keep us comfortably warm in this occupation. but we could not get alongside of the whale, pull as hard as we might; finding that we were unlikely to get fast in this manner another method was tried; the mate pulled up to the 2nd. mate's boat, and our irons were then passed to him to put in the whale for us, we towing astern of the 2nd. mate's boat; this gave us a little rest for a short time, but in several attempts to get us fast to the whale the 2nd. mate was unsuccessful, and fearing that the strain of two boats on one line might draw the irons from the whale we cast adrift from the 2nd. mate, and tried our former plan again; but this was of no use, and again another method was tried; we again pulled alongside the 2nd. mate's boat, and the mate, taking his gun and bomb lance, got into the first boat and we again cast adrift and pulled along after the whale; this plan was more successful than any that had previously been tried; seven men being in the first boat they managed to haul a little nearer to the whale than they could before and soon after getting into the first boat, the mate shot a bomb lance into him, which, judging from his action, hurt him considerably; he acknowledged the reception of the lance by a slight roll and tumble, making more white water than he had before done, during the whole time they were fast; the effect of the bomb lance induced the whale to sound again, and the next time he came up, it had evidently weakened him. They had little difficulty in hauling up within darting distance, and the mate put a hand lance into his bilge which again hurt his feelings; success, now seemed to be almost certain, and we should undoubtedly have succeeded in killing the whale after a while had not an unfortunate accident happened which put an end to all hopes of ever having him alongside the bark Arab; going down immediately after the hand lance had entered him the whale took the boat along slowly for a short time, when the line suddenly slacked up, and the boat stopped; it was at first thought the whale had stopped also, but hauling in the line they were undeceived by finding both irons at the end of it, one having drawn from the whale and the other broken short off; here then at last was end to four hours of unceasing toil for which no recompense had been obtained; we accordingly lay still for a few moments to see under what circumstances the whale would next come up; he was soon heard some distance to the windward of us, but owing to the partial darkness nothing could be seen of him. finding him



self free once more he had taken a fresh start, and from the sound of his spout, he appeared to be spouting clear and strong, it was therefore useless to pursue him any farther, and "slowly and sadly" he started from the scene of the recent comedy for the bark. That was then in sight a couple of miles or so, to the leeward. At one o'clock on Monday morning we arrived on board after being fast about four hours, in which all of us had got enough of bowheading for our time; the 2nd. mate's boat's crew, being wet, perhaps had the worst of it but all were tired; Brog was however passed around to all hands, and the watch below turned in. So much for our bowheading excursion, the only advantage derived from it, was an opportunity of observing the actions of a fast whale. The one to which we were fast was of large size, but made no great display of remarkable strength or agility, except in carting the boat around at a rapid rate. When struck, he made no disturbance at all, but sank like a ballast stone, nor during the whole time which the boat was fast, did he once raise his flukes to kick, but steadily continued to run, apparently, relying on this as the only method of security. This at last effected his escape, and we will therefore dismiss him.

Monday light breeze from the Southward and foggy weather, ship heading to the N. P. W. under all drawing sail, until four o'clock P. M. at which time we were ship heading E. P. E. A thick fog prevailed in the afternoon until six o'clock P. M. when the wind hauled to the S. P. W.; this cleared away the fog but no ships, whales, or any other interesting objects bore in sight; at the same time we kept off N. and steered in this direction until nine o'clock P. M. when the ship was brought to the wind with the main yard aback; foggy and rainy weather had by this time again set in and continued through the night.

Tuesday, July 4th. 1884, the glorious day on which seventy eight years before, the United States of America were declared to be free and independent, passed away entirely unnoticed by the Arabs crew, as far as any external demonstration was made. The day broke rather inauspiciously for a celebration, being ushered in by drizzling rain and foggy weather, and this continued all day, the rain scarcely ceasing to fall. It is to be hoped that they had better weather where more opportunities for a 4th of July celebration occurred, with us it made little difference where we were, but such weather on such a day in the United States would have been a grievous disappointment. A fresh breeze from the N. N. W. accompanied this disagreeable weather, which at 3 o'clock P. M. increasing, obliged us to double reef the fore top sail; we were lying aback in the forenoon, heading to the E. P. E. but were standing to and from different tacks during the afternoon. At eleven o'clock A. M. a bowhead was raised for which the boat lowered, but after chasing him a few risings and getting no where near him, we at length lost the run of him altogether and returned on board. At five o'clock in the afternoon, spoke ship Oregon of Fairhaven Capt. Eldridge, one whale this season, Capt. C. was invited on board after by our skipper and informed that we had a letter for the Oregon, but it being



only for a foremast hand Capt. E. refused to come on board; one other ship was also in sight to the Southward of us at the same time. On Tuesday night the wind hauled from the Northward to W. N. W. and this cleared away the fog, for a short time. Wednesday morning the wind again hauled, this time to the S. E. W. and foggy weather again set in; in the forenoon, standing to the Westward, under all drawing sail; at eleven o'clock, A. M. raised a bowhead and lowered one boat for him, but from the boat, nothing was seen of him after she lowered. Three ships were in sight of us at the same time. Fresh breezes from S. E. W. and foggy weather continued all day; we kept on to the Westward, but no more whales were seen. One ship which was supposed to be the *Scout* of New Bedford, was visible in the afternoon. That night the wind increased and a thick fog prevailed took in the light sails, the mainsail and spanker, and double reefed both topsails. Thursday, the whole day long we were attended by a thick fog and strong breezes from S. ship heading E. S. E. under double reefed topsails and foresail. During a slight clearing of the fog in the forenoon a ship was observed.

The weather of the preceding day continued the whole of yesterday and from the same direction and under the same amount of canvas we were standing on different tacks; at night the wind increased to a moderate gale from S. obliging us to come down to a close reefed main topsail and foresail; under this sail we were lying to, heading to the Eastward, until this (Saturday) forenoon, when the gale moderating, made all sail, heading E. by S. The fog also cleared away as the wind fell, and for a short time we were once again blessed with an interval of clear weather; this, however, lasted but a very short time for this afternoon, thick, rainy, and disagreeable weather, has again been and still continues our unwelcome companion. The wind also hauled to the S. E. E. and under whole topsails and courses, we have been, and still continue steering W. N. W. Two sails have been visible through the day; In the forenoon one was raised to the Southward of us coming down before it under all sail, with a rush, she soon ran across our stern and speaking her, ascertained it to be the *Junior* of New Bedford the same ship which we had previously spoken at Cape Navarin; she had taken no oil this season and after speaking us did not stop to have a gam, but again kept off to the leeward. No bowheads have appeared to us since Wednesday last and what appears to be still more singular, no finbacks have been seen for any time where they have disappeared to or for what reason is best known to themselves, but they probably are not found enough of the society of bowheads to remain long in their company. The weather for the week past has been most miserable for whaling, full as bad I think as any we have yet experienced up here; with good weather as might in all probability have had a better chance of getting a whale for the short time of clear weather which we experienced previous to the late fog. Bowheads appeared to be quite plenty. We are now at the mouth of the Anoder Sea and in nearly the same locality in which the 2nd. whale on Sunday struck the bowhead, remaining here with clear weather perhaps we may yet get another opportunity of trying.



our skill at catching bowheads. We appear to have got away from the greater part of the fleet, few ships having been seen by us lately, most of them are probably cruising at Cape Navarin yet and some may already be to the Northward the Junior was bound in that direction this forenoon. The passage North at present seems unobstructed; no ice has been seen since we left Cape Navarin; the large field which but a few weeks since formed an impenetrable barrier to the passage of all shipping, has now totally disappeared, not a vestige of it remains, and as far as we can ascertain, a clear passage to the North is now open. In that direction we shall probably proceed after cruising about in this locality for a while.

But few solar observations have been obtained this week, but from those that were the following Latitudes and Longitudes were deduced.

July 2nd. Lat.  $63^{\circ}04'$  N. Long.  $177^{\circ}18'$  W.; 6th Lat.  $63^{\circ}24'$  N. Long.  $176^{\circ}52'$  W.

8th. Lat.  $63^{\circ}31'$  N. Long.  $177^{\circ}$  W. On the 3d. 4th. 5th. and 7th., no observations were taken, but on the 3d. by Account. the Latitude was  $63^{\circ}20'$  N. Long. by the same,  $178^{\circ}40'$  W.

Saturday, July 15th. 1854. This date, actually finds the Arab boiling out a whale, if such a scaly specimen of the species "Muscledigger" deserves such a cognomen. That as we at last boiling must suffice for the present, while we pursue the journal from last week. On the night of Saturday the 8th ult. the wind hauled from S. S. E. to E. S. E. blew strong and it became necessary to double reef the topsails; a thick fog also prevailed, and we were heading to the Southward. On Sunday last, we continued under the same sail, heading to the E. N. E. with a fresh breeze from the S. E. thick fog and a drizzling rain; through the night light breezes from S. S. E. ship standing on different tacks. Monday wind continued from the same direction, blowing gently and accompanied by thick fog and rainy weather: we made all sail heading to the Eastward, broke out water, &c. Two ships were seen in the forenoon, and at eleven o'clock A. M. we spoke one of them which proved to be the Rousseau of New Bedford. Capt. Pope. but search out; no whales up here had been taken by her. Our shipper went on board of her, and a game commenced which continued until ten o'clock P. M. and during which all enjoyed themselves: the Rousseau had been some distance farther to the North than we then were, but met with no success. The Rousseau and ourselves were together slowly standing to the Eastward while the gam was progressing. Through the night we were standing on different tacks, wind and weather the same. Tuesday light breeze from the Southward, thick fog and rainy weather ship standing to the S. W. under whole topsails and courses. The Rousseau was visible a short distance to the windward of us in the morning, and in the afternoon two ships were observed in the same direction. At three o'clock P. M. we ship to the N. E. At night the wind hauled to the N. N. E. blowing freshly, and we again were ship, heading E. S. E. from that time the wind gradually increased from the N. N. E. at seven o'clock on Wednesday morning double reefed the topsails; At 7 o'clock A. M. came down



to a double reefed main topsail, fore top mast stay sail and fore and main spencers and hove to heading to the N.W. wind at that time blowing a moderate gale from N.N.E. and accompanied by a thick fog. at the same time a great multitude of musch diggers were in sight, and we then received an introduction which subsequently terminated fatally to one of the musch digger fraternity. The wind continued to blow pretty fresh through the afternoon, and fog continued thick until seven o'clock P.M. it then cleared away, and the Asiatic main was seen bearing N. distant forty miles. this was at the mouth of Bhering's Straits. A ship was in sight to the windward of us at the same time, and setting a double reefed fore topsail we stood on different tacks through the night. the fog and rain again setting in as thick as ever. At seven o'clock on Thursday morning we had a light breeze from the N.E. and with this were heading to the N.N.W. under double reefed topsails and courses. The main land at the same point which we had raised the preceding day was in sight on the one side, and St. Lawrence Island was visible on the other. both were at too great a distance to observe anything on shore or even distinguish any peculiarity in its general appearance. it was all of a medium height and regular appearance. Thursday forenoon squalls of fog and rain were prevalent, two reefs were turned out of the topsails, jib, spencer &c. were set and we kept on to the Northward. Being then within a boundary where an anchorer at any time likely to be useful, the Starboard anchor was accordingly got off the bow cable hauled up and bent to it; we were then in readiness to let us in in case of finding ourselves approaching the shore in an undesirable manner. The afternoon of Thursday, clear weather once again blessed us with its presence, and with a fresh breeze from the E.N.E. under whole topsails and courses we were standing to the Northward toward the main land. No ship was also in sight of us. Thursday night, we were standing on different tacks between the main land and St. Lawrence Island. Friday, fresh breeze from N.N.E. and clear and pleasant weather for the first time in what has seemed to be an age of fog, rain, and disagreeable weather. A great many musch diggers were around us, appearing in every direction and being in no hurry to arrive at any particular destination. A couple of boats were lowered for pastime and with the intention of trying the effect of bomb lances on musch diggers. The mate shot a bomb lance into one after a short chase and being directly off and on to the whale the lance reached a vital part and set him spouting thick blood. this only served to start him up with more energy and although we chased him some distance he continued to gain on us until at last it was found useless to proceed any further in the chase. we however gave him up with the certainty that no great length of time would elapse before his hour of death came. During this chase we started after another, we succeeded in getting a dart at him, the distance proved to be too great and the iron muzzled him. several others were chased by the mate's boat and a 2nd bomb lance was shot at one, which exploded before it reached the whale, thereby doing no damage; more lately after this we returned to the ship. All day we were standing



on different tracks between St. Lawrence Island and the winter coast. Squirrels were off shore on both tracks. In the afternoon musk shoguns in great profusion still continued in sight of us and at two o'clock P.M. the 1st and 2nd mates lowered to catch one if possible. The endeavor was successful in the highest degree, and being in the mate's boat on that important occasion. Then for the first time had the honor of being fast to a whale. The mate's boat was the first that got fast, and in this we experienced but little difficulty and a short chase. The 2nd mate, at the time we struck was at a considerable distance from us, but immediately made for the scene of the conflict upon seeing us fast; he however came too late to participate in the glory of killing him; the mate immediately after we got fast commenced operations with the lance, and although the whale started with a rush as if determined to carry us out of town at all hazards, this instrument vigorously and perseveringly applied, soon induced him to alter his determination, and cooled him down most effectually. A fortunate lance at length brought the crimson current in rich profusion from his spout holes, and it was then well understood that no mortal power could save his life. The 2nd mate arrived in the field of action about this time, and immediately fastened to the whale without any difficulty. The lancing which the poor whale then underwent, from both officers, was sufficient to annihilate all signs of life from an animal more tenacious of that blessing than a musk digger and under such treatment, ere long he expired in a slight flurry and sank to the bottom; how much water there was when he sank was not accurately ascertained, no soundings having been made, there was however probably not upwards of seventy five fathoms if as much as that; we remained fast to the dead whale until the ship came to us, and the lines were then taken to her. By these the whale was easily hauled alongside, and at four o'clock P.M. the operations of cutting in was commenced. Soon after this, a fleet of three Esquimaux canoes were discovered approaching us from St. Lawrence Island and at five o'clock P.M. they arrived alongside, having paddled a distance of about thirty miles; a light breeze and smooth weather, however favored their enterprise considerably; the three canoes contained about thirty persons, men, and women, whose manners, dress, and general appearance differed little from that of those that visited us at Cape Navarin. They were very talkative and appeared perfectly at home on board of us, evidently having been on more than one visit to ships previously. They appeared very anxious to have us go farther in shore, in the direction of St. Lawrence Island and enticed us by all the methods of which they were capable, one of them who was continually making a display of a few broken English words told us that ships were lying at anchor close in shore being questioned as to how many were there he did not understand; asking him again and illustrating the question by holding up one finger making him understand that we desired to know if there was one ship in there he replied with an affirmative nod "Yes"; holding up two digits and enquiring if there were two, the answer, with another nod was again "Yes"; the question was again repeated, increasing the number and with another nod, the answer was still "Yes", he evidently understood us but wished to make us believe there was quite a fleet of ships under the land, or rather what number of



ships were engaged in the question as to how many were there, the answer with  
 a nod was sure to be Yes. They also told us that there were many whales in shore,  
 but all their stories were probably & more probably lies invented to get us in shore.  
 They wished us to go in, most likely that they might have an opportunity of tra-  
 ding with us. All of them were just as anxious to obtain Tobacco, as those that  
 formerly visited us at Cape Navarin. The most remarkable thing of all, though  
 was the voracious disposition which they manifested towards our poor little muske-  
 diggers: whale meat and blubber are their staple articles of food and as they had  
 plenty of opportunity of satisfying their appetite they improved it most advan-  
 tageously. It was both amusing and disgusting to witness the evident delight  
 with which a piece of blubber was masticated by them, the raw oil running  
 from the corners of the mouth all the while. An equal quantity of black skin  
 and blubber seemed to be the most delicious morsel, and with this it seemed as  
 though their appetite was never satiated. They all buried themselves in eating  
 during the time we were cutting in the whale, which operation was finished at  
 eight o'clock P.M. the Esquimaux soon after loaded up their canoes with the in-  
 testines of the whale, and meat which they took from the carcass and started for  
 the shore. They brought little or no articles of trade with them on this occasion.  
 So watches were set immediately after the cutting in of the whale was finished  
 but the try works were not started until this morning. The weather, last night,  
 consisted of a series of light winds and calms and was clear and pleasant. Early  
 this morning the fires were started, and we commenced boiling. The weather has  
 been calm and pleasant all day. St. Lawrence island in sight to the Southward  
 about twenty five miles distant. The usual quantity of muske diggers have been  
 in sight to day and this afternoon the 1st. 2nd. & 3rd. mates lowered for them, leav-  
 ing the skipper on board to keep the try works in operation. We chased quite a num-  
 ber of whales but the weather was so still and calm, that we were unable to approach  
 any where near them. The roar of their spouts was heard continually and many were  
 heard which owing to the peculiar state of the atmosphere could not be seen. While  
 lying off in the boats among the muske diggers, at about four o'clock this after-  
 noon, another canoe load of Esquimaux were observed, evidently approaching our bark,  
 pulling in ahead of them we lay until they came up with us and had a short gam-  
 with them. They were some of the same gang that had visited us yesterday, and  
 had this time returned for a trade as we supposed seeing many walrus tusks in the  
 canoe. We at last started for the ship, and they wished us to tow them on board, that  
 impudence! this we of course refused to do, and apparently somewhat piqued at  
 our refusal they started with the intention of arriving at the bark before us; in  
 this however they were mistaken for seeing them starting up their canoe with  
 extraordinary speed, we also layed back on our oars and soon distanced them, though to do  
 them justice, they paddled well when we started with them they had paddled more  
 than twenty miles, and must consequently have felt somewhat tired at the com-  
 mencement of the race, they were all a sturdy set and looked well capable of stand-



ling a paddle to advantage. The canoes which they have here are similarly constructed  
 to the one which visited us at Cape Navarin, being sharp at both ends, flat bottomed,  
 and light therefore easily propelled. Arriving on board they soon after reached the ship,  
 and remained on board of us until a late hour this evening and had another excellent  
 meal of blubber. The native turks which they brought with them they wished to sell for to-  
 bacco. The captain bought several hundred pounds of them, and many of us bought  
 single pairs. A pair could be purchased for three or four heads of tobacco that we needed  
 in use any of those that we did not want, more would have been purchased but they  
 wished to sell them at wholesale for more tobacco than any but the captain could do that,  
 having bought what he wanted, the tobacco which the natives received for them. We  
 did not then not to sell the remainder of the turks by the single pair. They also brought  
 with them for sale, a lot of coats made of the intestines of the whale, and beautifully  
 decorated with feathers. These articles they themselves use to keep dry in wet weather.  
 They cover the whole body, head and all, a small hole being left in the forward part  
 of the top of the garment to look at the outside world with. Several of these have  
 also been purchased by our crew for a small consideration of tobacco. Some of the  
 gang which visited us were quite fancifully dressed; one of them wore a coat made  
 of the skins of birds of various hues, the feathers being on the outside; this was not  
 quite an extravagant article of the wardrobe with them but the dirt with which it  
 was besmeared greatly lessened the effect. Felt predominated with them, as much  
 as with those that visited us on a previous occasion. After they had satisfied them-  
 selves with their visit, and by that time we were fully satisfied with them, they  
 left for St. Lawrence Island again, and once more we are left alone with our  
 musk digger, or what there is left of him. The close of this day still finds us boiling  
 away at him; such a long time being required to do it. It might reasonably be  
 supposed that a considerable quantity of oil is being obtained from him, but this is  
 not the case for the whole whale will yield probably not over fifteen barrels of oil, the blub-  
 ber being poor, and requiring considerable boiling. Even after the Esquimaux left to-  
 shore this evening foggy weather again set in and yet prevails. For the last few days  
 but few vessels had been seen in comparison with the fleet which we were accustomed  
 to see at Cape Navarin: when we first raised the main land one or two were in sight  
 and also, what was somewhat singular in this region, a small brigantine was observed in  
 shore of us standing up the coast, probably a trader. To say however a fleet of four ships  
 have been in sight of us all day, even as boiling has probably set some of them half  
 crazy, hope so at any rate, it would be encouraging to know that we were making  
 an expedition abroad although doing so little at home. It is, however, a great  
 a musk digger on the strength of it we can hold our heads up for a short time longer  
 for they are an animal that we must not despise for their bad behaviour, hence the  
 opprobrious epithets of musk digger and blubber sucker are applied to them. The one which we are at present boiling, though young, the first year's calf,  
 did nothing to merit such names, but behaved as respectably as could  
 be desired. They are a somewhat singular looking whale differing from either the



or bowhead in many particulars, but in build approaching nearest to the former. The skin instead of being black and shining like that of a right whale is of a spotted hue and dull colour, light spots of gray are interspersed over a ground work of a dark brown, hence the name California Grays is applied to them occasionally, the "California" part being derived from the fact that they inhabit the waters of that coast profusely, where they are also considerably sought for.

The mouth of these whales, like that of both the right whale and bowhead, contains bone, placed in slabs inclining horizontally to each other from different sides, and meeting in the roof of the mouth; these slabs of bone serve in lieu of teeth, and through them their food is strained. The bone of the whale we are at present boiling was so short as to be worthless besides being of a different color from right whale bone, that being black and this white. None of this bone was saved. The oil which we obtain from the blubber is not quite as clear as right whale oil, but is said to be sold for nearly the same price. To make a business of taking these whales, up here this season would be profitable I think, but none of the ships appear to feel interested enough to take them or endeavor to do so; probably this is owing to the reputation the whales have obtained in Magdalena Bay. They will however, be welcome here and we may possibly catch another before long. In cutting them in, the sailors are sure of their grog, and this circumstance alone, is no slight inducement to make an attempt to catch them. Enough has by this time been said of them I think and will therefore "dry up" on the subject.

Our position in relation to the land, since raising it on Wednesday last has varied but little. The main land has been invisible to us lately but it can be at no great distance from us. No bowheads are visible in this locality although on previous seasons it is said to have been an excellent cruising ground; but this is the case every where, wherever they have been found plentiful heretofore, but few if any, are now to be seen; where they have all gone to is a subject of considerable discussion, perhaps still farther North in regions of perpetual ice they have found a habitation where their liberties are not invaded and the harpoon and lance cannot reach them; but few comparatively speaking, have been seen to the Southward of us this season, and the larger portion of them may therefore reasonably be supposed to be farther to the Northward; perhaps in the Arctic ocean. A clear passage to that locality yet appears to be open and the fleet will probably be proceeding in that direction before long; if bowheads are then found there they will, no doubt, receive a terrible persecution; the whaling affairs of this season are fast approaching a crisis, the season is rapidly passing away, as far as we can ascertain but little has yet been accomplished by any of the ships, and if something is not done before long the season's work will prove a perfect failure. Observations taken the present week have placed us in the following situations; July 9th. Lat.  $63^{\circ}35'N$ . Long. not obtained.; 12th. Lat.  $63^{\circ}32'$  Long.  $114^{\circ}04'W$ .; 13th. Lat.  $64^{\circ}10'N$ . Long.  $114^{\circ}10'W$ .; 15th. Lat.  $63^{\circ}57'N$ . Long. not obtained.

No observations were obtained on the 10th, 11th, and 14th.



Saturday, July 23d 1854 The week ending to day has added considerably to our whaling achievements, two more muscle diggers have contributed their mite to swell our former lot, and the whole three have yielded about as much oil as one small bowhead might be expected to produce. The first day of the present week witnessed the capture of the first of these. Sunday commenced with clear weather and a light breeze from the N. N. W. Before noon we had finished boiling the blubber of the first muscle digger, which was taken last week. This one yielded about thirteen barrels of oil. An innumerable multitude of muscle diggers were all around us as usual, the preceding week and at ten o'clock A. M. the 1st. 2nd. and 3d. males lowered down and gave them chase. With little difficulty the mate succeeded in getting fast to one, and we then witnessed a performance which was worthy of an animal to which the names of devil fish, scanpardown, ripsack &c. are applied. As soon as the whale found himself in the predicament mentioned he immediately started to the windward with the speed of a locomotive engine and although the same method by which our first muscle digger was brought to, was tried on him, for a long time it had little or no effect. The 2nd. and 3d. males had started for us as soon as we struck, but at the rate which the whale ran they were soon left out of our sight far behind, and until the whale was dead, we saw nothing more of them. The lance and the spade were kept in active operation by the mate, the former being mostly used and being again and again driven into the whale's small and flukes but he seemed to be but little affected by this punning, finding he could not be brought to in this manner another was considered necessary to accomplish this. We were a long distance from the ship, no boat was near to lend us any assistance, or even to pick us up if we should chance to get stove, and under these circumstances a nearer approach than we had been making, to the whale was somewhat hazardous, all the loose men in the boat were thrown into the whale's small but this he cared little for and still kept on his venting to the windward, something decisive required to be done if we would save the whale and the mate at last determined to do it; the line was taken into the boat from outside the back and by this light the boat was hauled farther forward on the whale the line being hauled in over the gunwale at the bow asteward. Keeping the boat from approaching directly towards the whale, this method is called "bowing in" and by it the desired effect was soon accomplished, the boat being hauled farther forward and more off and on to the whale a chance to dart at the whale's vitals was obtained. A lance at last entered them and at the whale spouting their blood which succeeding lances soon thickened and a great change came over the whale no longer did the speed of a race horse about the m. t. w. of his fins and tail, the latter did not thrash about with its wonted energy and his self confidence wholly went away, but a short time longer did he continue alive, the apathy produced by the entrance of the lance into his life soon gave place to the violent struggles of his fury which lasted in some 5 min. but his operations gradually lessened and at last he ceased to vent and all was over. We had lately conjectured that there was a part of the whale's fins were in the whale at the time of his death, and he had received lancing sufficient



to terminate the career of a dozen respectable whales. Three bomb lances were shot into him after he had spouted blood, to prevent his sinking if possible. This is said to be one of the many virtues of the bomb lance, but whether or not, it is I am unable to say, certain it is that this whale did float quite buoyantly, and to the bomb lances might have been accessory. After the whale was dead and all was over, the most disagreeable part of all the business came; we had been fast to the whale about four hours and the wind, in this time had increased to a pretty fresh breeze from the S. which kicked up quite a rough sea in going, carried through this to the surf-boat as we were, we had all got a thorough drenching. The atmosphere was quite chilly also, but while the whale was alive and keeping us busy, the excitement and labor kept the blood in circulation and we did not feel it. Cold. When the whale was dead all excitement and activity ceased, and not as we still were the coolness of the atmosphere rendered sitting still extremely unpleasant, we however cut a hole in the whale's head and lay there by him until the bark beat up tow, setting a waif that our whereabouts might be known, the bark's topsails were barely visible as the boat rose on the sea, at the time the whale "turned up" and for more than an hour did we sit there in the cold watching her, slowly beating up to us. She however at last arrived and hauled aback alongside the whale at four o'clock in the afternoon the whale was made fast, and then, getting on a dry suit, our boats crew were all right once more. The two boats which lowered with us were both on board then; the 2nd mate had come alongside soon after losing sight of us, but the 3rd mate had been off chasing muscle diggers to windward of the ship, though not in sight of our boat, nearly all the time we were off. From the ship they had also lost all run of us soon after we got fast to the whale, but knowing we were somewhere to the windward of them, they continued beating in that direction, and when they again raised us, we were lying by the dead whale.

As soon as convenient after taking the whale alongside, the cutting in was commenced, all hands got a moderate allowance of grog, and at eight o'clock P.M. the blubber was all stripped from the carcass, and safely landed on board. Sea watches were then again set, and with a fresh breeze we started W. P. W. The try works were not started on that night it being the intention to endeavor to catch another to boil with this one, but in this we were disappointed after keeping the blubber in the blubber room all day Monday. St. Lawrence Island was in sight of us all day Sunday to Southeastward but we approached it no nearer than we had previously done. Monday a fresh breeze from the N. E. attended us and this was accompanied by a thick fog which prevented all try, under all lowering sail we were steering, W. N. W. At four o'clock in the afternoon spoke ship Coriolanus of Mr. T. Capt. Gwynne, no whale this season. The Coriolanus suddenly appeared to us on the thick fog from the windward standing across us. Captain Gwynne came on board of us from her and made a short stop, but the only intelligence we obtained so far as the Coriolanus. No intelligence of particular importance was received from any of her crew.



Through the night on Monday the weather continued foggy, and with a light breeze we were lying aback on different tacks. Tuesday the wind continued light from the N.N.E. and early in the morning the fog cleared away, the main land of Asia was seen, considerably farther to the Northward than any we had previously been in sight of; it presented no different an appearance from the other regarding height, or regularity of outline. This land bore about S.W. from us, and was raised at a distance of thirty or thirty five miles. We kept off and ran along the coast in a southeasterly direction, some twenty, five or thirty miles offshore all day. At seven o'clock in the morning the by works were started and we commenced boiling the blubber of our second musk digger; a number of live animals of the same species were seen on this forenoon, and one ship bore in sight, which at about nine o'clock A.M. we spoke and ascertained to be the *Futuroff* of New Bedford, Capt. Pierce, no whales this season. Captain Pierce and boat crew from the *Futuroff* were sent but being busy boiling the compliment was not returned. In the afternoon of Tuesday the foggy weather of the preceding day again set in. At night kept off P. ship *Franklin* of New Bedford was soon after seen, and passed by us.

At two o'clock on Wednesday morning hauled the ship sharp on the wind, heading E. at 6 o'clock, same morning finished boiling the 2nd. musk digger; this one was considerable larger than the first one and yielded about twenty eight barrels of oil. The wind on Wednesday forenoon hauled from N.N.E. to S.E. and continued to blow a light breeze from this direction the remainder of the day; all day we were lying aback heading to the Eastward, Foggy weather also prevailed part of the time very dense. In the afternoon several finbacks appeared, there were the first that had been seen for a long time. Two sails were also seen the same afternoon. All that night we lay short in a thick fog, heading to the Eastward. Thursday, calm, and very foggy all day; one ship was seen in the forenoon, during a slight clearing. In the morning commenced stowing down oil, in the lower hold, main hatchway, and at two o'clock in the afternoon it was all in the lower hold, about 41 bbls. were stowed: this was a small commencement, to fill up so large a space, we however have one more small whale now on hand that will shortly be added to it. Thursday night, lying aback in a light breeze from the N.N.E. which was attended by a copious fall of rain. Yesterday (Friday), another (the 3d.) musk digger, was added to the list. A light breeze from N.E. attended us all day, in the morning squalls of fog were prevalent but they soon cleared away altogether, we were steering S.E. by S. under all during sail until nine o'clock in the forenoon; many musk diggers had been in sight previously, but at this time we hauled aback and lowered for them. On this occasion it was not the mate's turn to catch one but what was just as well, the 2nd. mate succeeded in getting fast with little difficulty; the whale, as appears natural to them all, at first started up pretty lively, but by a sharp application of the spade the 2nd mate soon brought him to and had him spouting thin blood before we were able to reach the scene of action with our boat. Arriving, there the mate immediately got fast, and then followed a punch very much similar to that which the first musk digger received. This soon



thickened the spout of the poor muscle digger, he went on his flurry in a few moments which was short, and about eleven o'clock in the forenoon the breath left the body and the whale sank. The bark arrived there a few minutes after and taking both lines to those on board, they had the whale fast alongside in half an hour from the time he expired. In the afternoon at one o'clock commenced cutting in the whale and at four o'clock P.M. his jacket was in the blubber room safe and sound. Several vessels were in sight yesterday while we were cutting in, and Capt. White of Ship William Thompson and Capt. Heller, of bark James Andrews, with boat crews both came on board of us, to witness the operation, and congratulate the skipper on his success. They both returned to their respective ships before we had finished cutting & either of them. I believe had taken any whales this season. At six o'clock in the afternoon our skipper went on board the bark Jas. Andrews and remained there until midnight; returning he brought several barrels of potatoes, obtained on board the James Andrews. Last night, a fresh breeze from N.N.W. prevailed and we were standing to the N.E. Today (Saturday), strong breezes from N.W. which, this forenoon were accompanied by squalls of fog, at ten o'clock, A.M. double reefed the fore topsail; two sails were in sight of us at the same time. This afternoon the wind moderated a very little and under topsail and courses we were heading to the N.N.E. Many ripsack whales were about, and the boats were lowered for them, but we chased in vain, and coming on board, again stood to the N.N.E. in which direction we are still advancing. The third muscle digger caught by us yet remains in the blubber room, as it was previously found out that the oil is much more easily extracted from the blubber after it has lain some hours. We may possibly catch another to boil out with him as they still are found in great numbers, wherever we go. Catching them, is profitable business, and not very hard work; after all I think they are not quite so bad a fish, as is generally represented. The only one with which we have experienced any difficulty, was the second one taken, but perhaps he was a regular case, a very bad specimen of a bad family, there is no mistake but that he led us a hard life for a short time, but he was at last conquered without doing us any particular damage. The knowledge and stubbornness which this whale displayed was attributed to his having been, on a former occasion worried by the Esquimaux; this supposition was founded on good authority, for in the blubber of the whale was found a thin, sharp piece of slate, triangular shaped, which was recognized as the head of a dart which the Esquimaux use in catching whales; the piece of slate was firmly embedded in the blubber, which had grown entirely over it; the piece was not more than three inches, on either side, in length, and would make a morifice that would require but a short time to heal over again, therefore the whale, probably had a distinct remembrance of the circumstances attendant upon the time at which the slate entered him. If they Esquimaux ever had been afraid of him, as in all probability was the case, they no doubt put him into a manner that he would not easily forget. For this reason therefore this whale should be cured for



his bad conduct. The other two were guilty of nothing to stigmatize the character of the species but behaved as well as any whale could be expected to under the circumstances. The watcher has been in employment this week rather more than any other since we arrived in the Kamtschatka sea. But such labor should not be grouted at so long as it is benefiting all hands. Pulling after muscle diggers, catching and boiling them out, slowing down oil, and clearing up decks, have kept the sailors pretty busy most of the time.

I believe we are now about to make a straight wake for the Arctic ocean unless bowheads are discovered before arriving there. Muscle digging although evidently profitable does not appear to suit the Skipper at present, and he seems but little inclined to follow it up very sharply: where bowheads are to be caught it would no doubt be well to dispense with chasing muscle diggers, but in the situation which we are catching them is no drawback to the bowheading, for not a single bowhead has been seen the whole week ending to day: we may however possibly raise them in the Arctic ocean. All or many of the ships appear to be bound in that direction from the Southward and therefore they may be supposed to have seen few bowheads to the South of us. We are now properly in Bhering's straits although they are here so wide that no land has been seen since last Tuesday: it cannot, however be far distant on either side of us; America on the one hand and Asia on the other.

The weather for the present week has been with the exception of one or two days almost a continual fog bank, lighting up, however, long enough to catch a couple of whales then again coming on as thick as ever; otherwise the weather has been exceedingly pleasant; light breezes and comparatively warm atmosphere have rendered the fog still less disagreeable than farther to the Southward we were accustomed to have it. This weather is not at all what I expected to find in such a high latitude, when we were in the Pacific ocean it is a very agreeable disappointment to find the weather as it is, judging from that which we experienced just before leaving the Pacific and computing the cold weather to increase with the latitude as fast as it did there, we should now be in a region where animal life would with difficulty exist; but instead of this, the weather of the Pacific was much more disagreeable, both on account of wind and cold, than we have since, to any extent found it; an exception might occasionally be found but they have been seldom, and lately the air is as warm and refreshing as it is found on a spring morning in the New England States. Old Sol, however, has now commenced his march to the Southward once more, and probably we shall ere long, experience a material change in the weather.

Owing to the recent fog, or from a press of business, the only solar observations taken this week, was a meridian Altitude obtained to day, (July 22d). This gave our Latitude  $54^{\circ}11'$ . The most Northern Latitude yet reached by us. No Longitude was obtained, but it is probably not far from  $170^{\circ}$  W.



Saturday July 29th. 1854. This date finds the *East* *Arab* once more again at an anchor, this time under the barren rocks of the East Cape of Asia. The circumstances which induced us to anchor in this locality were, partly because it became necessary to avoid an impending blow, and our present anchorage was an excellent place to lay, through it, and it was also thought that perhaps, with good weather again appearing, we might possibly find a headland here, but this expectation has not yet been realized. The termination of last week left us in Bhering's Straits and slowly advancing to the N., we continued in that direction with a light breeze from N. N. W. through the night of the 22d. ult. and at midnight raised King's Island, bearing N. at a distance of twenty miles. On the forenoon of Sunday last, we had a light breeze from the Westward with which under all sail we were standing to the N. King's Island was in sight all the forenoon, and at noon bore N. E. distant about ten miles. This a small island, apparently not more than six miles in circumference situated nearly in the middle of Bhering's Straits, but like all the rest of the land we have yet seen up here, it has a barren and sterile appearance. It rises regularly from the east or either side, forming of the whole island a round hill of considerable height which gives it a somewhat singular appearance, and is the only interesting feature of the island. It is uninhabited by human beings but the Esquimaux probably visit its shores in winter for walrus and seals. Many muscle diggers were seen as we were steering by it, and the 1st and 2d & 3d water lowered for them but after chasing two or three hours at noon we returned on board unsuccessful. The "Diomedes", two or three small islands situated about midway between Asia and America in the narrowest part of the straits, and the Coast of North America just to the Southward of Cape Prince of Wales were also raised about noon on Sunday. Four ships were seen the same forenoon. In the afternoon the wind increased considerably from the S. W. clear weather accompanied it and we were steering N. W. by W. under all sail. At four o'clock in the afternoon East Cape of Asia was seen to the N. W. judged to be forty miles distant. The Diomedes were at the same time in sight, bearing N. W. by N. distant fifteen miles and Cape Prince of Wales on the American coast was bearing N. N. E. and at a distance of only ten miles. There we now, looking upon two vast continents at the same time which were separated by a body of water not more than forty miles in width, a mere brook compared to the great divisions of the earth which separates Asia and America, visible at the same time and both seen at points as barren and inhospitable as perhaps exist on either continent, could the eye reach from the point at which we viewed these lands to their utmost extremities what a change there would be in the scene: and yet the gradual change is connected by the same land at which we were then gazing, the same land which is the footsteps of friends far away but to what a distance are we removed from them, and placed in how different a condition. The birds seen were but truly small on that as seen but Cape Prince of Wales and the North American coast for some considerable distance



was seen with distinctness. The land at Cape of Pines or Water is of no great height neither is it by any means low land, but about medium probably at an elevation of not more than 8000 feet above the level of the sea. To the Southward of it the coast is of about the same height and general appearance but to the North it gradually slopes down to what is apparently a low sandy flat: no signs of vegetation of any description or appearance of human habitation were visible on this coast though there is small probability both, within the limits which were then visible. The Promontories are very small low islands and at a distance of fifteen miles no peculiarities of the land could be distinguished. At five o'clock on Sunday afternoon we luffed to the wind, which then began to increase, heading N. by P. and took in the light sails. Five ships were then in sight of us, heading to the S.E. At six o'clock P.M. we reefed both the topsails in a strong breeze, foggy weather soon after set in and the wind hauling S. increased so that it became necessary to hand the jib and mainsail, and close reef the fore-top-sail, a thick fog also accompanied us all night, and under these circumstances our situation was far from being an enviable one, with the land on two sides of us, and the current running in one place where it was apprehended that danger might possibly be near. No undue uneasiness was however displayed and at four o'clock on Monday morning the face of Nature wore a more cheerful aspect: the fog at that time cleared away and the breeze moderated slightly. We had made considerable working through the night and at four o'clock P.M. Monday, the Promontories bore E. by S. twenty miles distant, and East Cape bore S. W. by S. and twenty-five miles. At that time we were ship heading E. S. E. and set the jib, mainsail and double reefed fore-top-sails. A pretty strong breeze from S. continued with us on Monday forenoon. Several ships were in sight among which were the *Lionel Coffin* and our old friend of the Atlantic, the *H. George*. We spoke the *Lionel Coffin* of Antwerp Capt. Rose one whale this season. Captain Rose came on board of us and made a short stop, he had his lady on board the *Lionel Coffin* and this is the first ship we have yet spoken where the skipper was accompanied by his wife. We were standing to the N.W. in the direction of East Cape the greater part of Monday forenoon and when we had passed the meridian we were about four miles off the jagged promontory of East Cape steering N.W. under double reefed top-sails and courses, we were steering along the coast at a short distance off shore for several hours, this land is somewhat higher than any which we had seen for some time previous, and presents a more rugged outline. An Esquimaux village of considerable size was passed on the South side of the Cape, the huts were scattered along the side hill on a tract of land totally destitute of all signs of vegetation and no human beings or any such as visited us at Cape Worswick and St. Lawrence Island could exist in such a locality. A number of ships were in sight on Monday afternoon and to make a forecast as much as anything, at three o'clock P.M. the try works were started and two men set hauling out the shelter of the st. and last minute digger caught a fish he had been lying in the shelter some about three days. The wind however increasing so that boiling was inconvenient, the fires were allowed to go out, in



about an hour after they were first lighted: we then huffed to the wind reaching E. S. E. and came down to a double reefed main topsail and foresail, wind then blowing a moderate gale from S. East Cape at that time (four o'clock P.M.). Four W. distant ten miles. That night the wind moderated, and making all sail, the remainder of the night we were standing on different tacks. Tuesday, the whole day we were favored with a light Southerly wind and very pleasant weather. At six o'clock in the morning commenced boiling once more, through the day standing on different tacks, and approaching both the American and Asiatic shores, both of which continued in sight all day. We did not approach very near either, probably not nearer than fifteen miles. The Asiatic coast, extending in a Northwesterly direction presented a high range of hills to view, gradually lessening in height as the distance increased, while in direct opposition to this the American coast from Cape Prince of Wales extending Eastward as far as the eye could reach was very low and apparently sandy. The Diomedes were also in sight, and about noon bore S. S. E. distant twenty miles. These bearings as well as all the foregoing are compass bearings, but as the compass varies considerably in these latitudes, they are not correct: the variation of the compass here, is I believe some 25° or more than two points to the Eastward of the true North. A number of ships were in sight of us on Tuesday, and in the afternoon we spoke one of them ascertaining her to be the Lewis of New Bedford, whom we had previously seen; she had taken no whales this season. Capt. Bang and a boat's crew from her came on board of us and remained a short time, but being busy boiling, we could not return the compliment. The musk digger kept the watch busy all that day, being the largest of the lot, and we did not finish boiling until two o'clock on Wednesday morning. A strong breeze from the Southward prevailed on Tuesday night, in which we were obliged to double reef the topsails. But this on Wednesday forenoon moderated and making all sail we stood to the N. S. W. Once and American in sight of us. Saw two ships one of which was the Lewis of New Bedford and her we spoke in the forenoon and a regular game set in. A great quantity of musk diggers were a in sight and in the afternoon while gaming with the Lewis a small boat was seen in amongst a crowd of them. our 2nd mate covered in company with three boats from the Lewis and gave him chase but neither of the boats got any where near him. the sight of this boat at that time was quite encouraging as it gave promise of being followed by a more numerous appearance at least it was taken in that direction but he was the last of the family: none have been heard of. He was rapidly bound of in a Northerly direction when sighted and was continuing in that course when last seen. The breeze from S. was pretty fresh on Wednesday afternoon with this we were then standing to the N. S. W. under whole topsails and courses through the night standing off and on the Asiatic coast well off shore. Thursday wind still continued from the S. and in the forenoon increased considerably, anticipating a heavy blow from the Southward, and being desirous



to proceed no farther to the Northward, we commenced beating up to our present anchorage with the intention of coming to. At ten o'clock in the forenoon double reefed the larboard and flew the main sail. With what sail we then had out we were considered to be working on her side. Several ships were in sight all of them making for a lee under full sail. At noon four ships had reached an anchorage there. We were beating up with the Lewis who started on about an equal footing with us but she beat us shamefully and arrived at her anchorage some time before we did. At three o'clock in the afternoon however we at last arrived at the situation in which we now lay after a pretty hard beat and anchored in twenty fathoms of water about a mile and a half from the shore. East Cape bears E.S. from us at a somewhat greater distance. Immediately after coming to an anchor the sails were all snugly furled and anchor watch set. We were then prepared for any kind of a blow from a southerly direction. Four ships were already lying at an anchor under the Cape which we afterward ascertained to be the George, Lewis, and St. George and the Barb James Andrews, all of New Bedford. The William Beach of Fairhaven and the Eliza Maron of New Bedford were lying off and on, a short distance from shore at the same time. The last mentioned of these ships is a new clipper and scooted around among the fleet on that day like a "thing of life", wallowing rapidly to the windward at one time, and when lying aback on either tack, and "holding on" then, about as well as our old tub. (No disrespect to the Barb) would doing her best with everything drawing, that she could carry. Directly inshore from where we had anchored and still lay, is a large Esquimaux village, which from this day presents rather a singular appearance; being uncustomed to lying at an anchor in such a locality as this, and a multitude of Esquimaux huts with their numerous inhabitants being the only specimens of animal or vegetable life visible on shore, our situation is somewhat novel and far from being uninteresting. of this however, more anon. Yesterday (Friday), breeze still continued strong from the N.W. but at our present anchorage with forty five fathoms of chain out we easily rode out the gale. All hands were employed in the forenoon stowing down the proceeds of our 3d. muscle digger in the main hatchway with that which had previously been put there. It was then finished and about thirty barrels (being the amount of oil which the whale yielded her) had been stowed down. Altogether we now have not much different from 51 bbls of muscle digger oil, this with 35 bbls of sperm oil sent home gives us the enormous quantity of 106 bbls of oil. What a quantity to be nearly ten months in capturing. Several fine muscle diggers were also seen on yesterday forenoon but these we did not disturb. In the afternoon the Wm Beach of Fairhaven who was lying off and on all day, ran across our stern and speaking us inquired if we had any sperm anchors, informing us at the same time that on the preceding day (Thursday) he had lost an anchor by parting the chain cable we had previously borrowed of him. He did not come to anchor like the rest of the ships but ascertaining the particulars well understood that the ship for which he did not wish to run the risk of losing his only remaining one he under a sense of urgent necessity. The William Beach had taken in all this sperm and



informing the skipper that we had no anchor he continued lying off and on until night, then the wind being quite moderate, stood out to sea. The four ships which were lying with us the preceding day, also lay here yesterday at various distances from us. We were the Northernmost of them all. In the course of this day the ships Montpelier and Majestic, both particular friends of ours, came in and anchored a short distance from us. At seven o'clock last evening the mate and 3d. mate, with the boat crew of the latter went in shore and paid a visit to the Esquimaux village; they returned at nine o'clock P.M. after an absence of only two hours, but did not give a very glowing description of things on shore: they found a boat crew on shore there from the ship George and the captain of the George who was also on shore had been freely distributing rum around amongst the natives probably in the way of trade, and got nearly all of them in a state of beastly intoxication from this circumstance our boat crew took but little interest in their visit and consequently made but a short stay, some of them, among whom was the mate was utterly disgusted and declared they had been ashore enough there. To day, (Saturday), commenced with a very light breeze from the S. toward noon this hauled to the Westward and blew a scarce perceptible breeze; we however hoisted short and loosed the topsails waiting and in readiness for more wind with which to leave but at three o'clock this afternoon the wind again hauled to the S. and we furled the topsails and paid out chain again. This forenoon the natives were busy breaking out sugar, molasses, dried apples and other provisions. Soon after the arrival of the Montpelier this forenoon the mate and a boat crew went on board of her. The skipper of a brig lying at anchor here, with a boat crew, came on board of us this forenoon to settle some business with our skipper in the way of some trade. This brig is a small vessel of apparently not more than fifty tons burthen and has been lying here ever since we have and some time before. The skipper of her who is a Dutch man informs us she is called the *Peters*, a name altogether without use for any practical purpose; he comes from the Sandwich islands on a trading voyage, and has visited the coast all along on both sides of the Foulke Strait Sea trading for whale bone and ivory, skins and other valuables and curiosities which the Esquimaux possess, giving them mostly rum and tobacco, in exchange; he has given the captain several curiosities in the shape of Esquimaux spears, harpoon heads, bone and arrow heads. We have also obtained from the brig a small dog of the Esquimaux breed, remarkable as far as has yet appeared for no peculiar sagacity. This brig from a comparison of notes appears to be the same vessel which we saw when the land at the Southern mouth of the strait was first seen by us, somewhere about the 12th ult. Several canoes loaded with Esquimaux have visited us to day, and most of the time the boats have been swarmed with them. They appear no different from any we have previously seen, but are the same sort, dressed in the same manner and spouting the same unintelligible language. The canoes I think



are some that larger than any that have previously visited us, but of a similar construction. The natives brought a great quantity of walrus hides along with them, but few of them were purchased by any of us, the big being monopolized all the trade was what the natives most desired in exchange for their valuables but of this we had none to spare. Several of them recognized our mate as a person they had before seen and expressed this by pulling the fingers to the eyes and then pointing at the mate making at the same time a gesture, i. e. pressing that considerable time had since elapsed or that he the mate, had since travelled a long journey. Some two or three seasons ago our mate had stopped ashore all night at the village in shore and slept in one of the huts. From the infrequency of their having foreign lodgers they had remembered this circumstance, probably, and recognized the mate. Several canoes have also been observed alongside the other ships, and the big has had a whole fleet of them alongside of her nearly all day. Immediately after furling the sails this afternoon, the captain and a boat's crew went off gaming; the mate also returned from the Montpellier, and raising a dingy back off shore, he and the 2nd. mate. Covered for him, our boat did not clear yet, but the 2nd. mate followed him up pretty sharp, and came very near getting on to him, we both however were obliged to return on board unsuccessful. Arriving on board found our skipper here and also Capt. Macomber of the Montpellier, and Capt. Bonny of the Louis, each with a boat's crew. It has lately become visible to the N. W. in shore of us, but does not appear to be very large. Thus have we at length passed through another, and about so interesting a week as any since arriving within the Southern limits of the Fram Strait to the sea. The Arctic ocean has at last floated us upon its shallow bottom, and passing over the Arctic circle we find ourselves in the North Frigid Zone, with what a chill has the expression struck us at home, and yet how far different is it from what it was then thought to be. A day in July at home could scarcely be more pleasant than here under the East Cape of Asia we have to day experienced. But little snow is visible on shore, and that mostly on the high land in small patches. East Cape as viewed from our anchorage has an appearance somewhat different from any promontory or point of land we have yet seen its sides are precipitous rugged and uneven and a summit up to the summit of practicable would apparently be practicable. Anything but pleasure; the coast to the Westward continues steep and precipitous rocks and even sides gradually sloping till in almost a plain it terminates in a plain in which stands the Esquimaux village already mentioned. This will probably be noticed at more length in a future entry. To the Westward of the village the land again gradually increases in height and appears more even and regular in outline than that nearer to the Eastward of the village. This however is probably in a great degree owing to the greater distance of the former. We lay in a bight of the land or cove of some considerable extent entirely protected from all but the North wind. In this bight several canoes



when the whaling first commenced here, ships are said to have dropped their anchors and not again raised them until they were filled with bowhead oil. The state of things, however is somewhat different now. not a bowhead has been seen since we first dropped anchor here, and the little fellow which we saw outside was evidently not at home; and after all the Arctic ocean, where the greater body of bowheads were expected to be found has failed us. This I think has decided our fate in regard to whaling this season as well as that of the fleet in general. We are to get little, if any oil; the chance is exceedingly poor now, the season being so far advanced and so few bowheads being seen. We are again bound off to the Southward as soon as a favorable opportunity occurs, and all the ships lying here with us, I believe are also bound in the same direction; our highest northern latitude for this season was probably reached on Wednesday, the 26th ult. when we were standing on both tacks across the mouth of the Arctic Sea. at noon on that day we were in latitude about  $56^{\circ}20'N$ . and Long.  $169^{\circ}30'W$ . Later in the season whaling ships proceed to a much higher latitude, the whalers advancing North as the season progresses. No observations have been taken since the 26th of this month, but those taken previously placed us on the 23d of July in

Lat.  $64^{\circ}51'N$ . Long.  $167^{\circ}28'W$ . 24th. Lat.  $56^{\circ}03'N$ . Long.  $170^{\circ}25'W$ .

25th. Lat.  $66^{\circ}06'N$ . Long.  $168^{\circ}42'W$ . our present anchorage is somewhere about N. by W. from this last situation. A visit on shore, to the Esquimaux city is anticipated this evening and after this perhaps a more definite account of the appearance of the place, manners of the people &c. will be Journalized. all this however must be reserved for a future entry, and therefore until such time as this entry may be made we will dry up on the subject.

Saturday, August 3<sup>rd</sup>. 1854. The termination of our week has now arrived and with it the time for recording the various transactions therein. A small portion of the week preceding was in the last entry left unaccounted for and of this we will first dispose. Saturday July 26<sup>th</sup> left us lying at an anchor under East Cape, in company with several other ships. At seven o'clock in the afternoon of that day, several skippers being very interested with rummaging, our 2nd. mate took his boat and crew and started for the settlement on shore. I am not a member of his boat crew but obtained permission to accompany the expedition. The 3d. mate of ship Montpelier, with a boat crew accompanied us on shore and with them we explored the huts of the Esquimaux inhabitants and visited nearly all that were "in town". We were not long in pulling ashore, it being quite calm when we left the ship, and as soon as the boats struck the pebbly beach they were seized by a crowd of able-bodied Esquimaux who dragged them out of the water high and dry. we then proceeded up amongst the huts which were but a few rods from the beach and commenced satisfying the curiosity which we had expressed to see the singular people. The village is built upon a narrow point of land about one quarter of



a mile in width and not more than three quarters of a mile in length. the point is but not more than ten or twelve feet above high water and the whole is but a low hill, and destitute of the most fertile soil, being composed of small stones which come useful to the natives for stinging at birds occasionally, at which practice they are also very expert: the Arctic ocean on the one side and a small cove running inland about a mile on the other form the point of land on which the huts there are interspersed here and there over the whole of it to the number of about one hundred. They are built out with no regularity whatever, streets being useless in such a community, but considerable space exists between any two of them and a carriage could easily be driven around every hut in the place separately. The huts are all constructed in the same manner and with little variation of style. a frame work is first erected which consists mostly of the ribs of staked planks in a circular form or any shape in which the fancy of the builder may determine, without any regard to regularity of architecture, so long as the frame is erected and forms an enclosure sufficient to contain the family this frame work is firmly bound together with thongs of walrus hide and a covering of skins of deer, dog, fox or any animal which is the most readily obtained is placed over it in sufficient thickness to enable the cold of winter well firmly fastened with strips of walrus hide, the latter of which is also sometimes used for a covering and the outside of the habitation is complete; inside the ground forms the floor and this is also covered with skins for bed and bedding the whole being filthy in the extreme, and the accumulation apparently suffered to remain undisturbed, in some of the larger huts partitions of skins were observed, probably to separate families or for sleeping apartments, but in most of them all hands appeared to live together indiscriminately. They were all of much the same stamp and lived in a similar manner. Dogs were the only domestic animals observed, but there were in sufficient profusion to compensate for a variety of species; in fact they appeared to form the greater portion of the population, on our arrival at the beach we were saluted by the ferocious barking of a numerous drove but this was the extent of their courage, none of them offering to molest us. The dogs appear as privileged as any of the community living in the huts with their owners. We travelled the length of the whole village occasionally stopping at a hut and calling in to see the folks but wherever we did so they were all sure to ask for a chew of tobacco, anticipating such demands we were prepared to furnish them with this article. They were very hospitable people and frequently asked us to eat with them but not liking the appearance of the food we declined. A mass of green herbs boiled up in the manner of greens at home appeared to constitute the principal dish, what appeared to be some sort of meat was also cooked in the same dish and all was mixed up in such a filthy manner that a civilized person would need to be very hungry before partaking of it. The stock of whole meat was apparently all out for visiting what was evidently a store house for it, none was found there; this receptacle for their main article of food was a mound some twelve or fifteen feet in height which was excavated to about the same depth and large enough to hold a considerable supply of the article which they so much valued, a good sized horned seal was taken from the pit which had evidently been out a long time vacant. This however is one of the essential properties of their food. We were very warmly received as the natives were perfectly well and to some extent we were



Several purchases were made by different members of our company, the articles bought being mostly darts which they use for catching seals walrus and small fish, and which were obtained for curiosity's sake merely. One of these I purchased of a native giving him one or two pieces of tobacco, and the trade, before we left caused me considerable uneasiness. I had made the purchase and considering every thing, settled walked on with my companion, one of our own crew. We had arrived at nearly the other end of the village when the native of whom I purchased the article suddenly appeared and taking my arm, requested me by signs to accompany him; he then followed us nearly half a mile and coming up so uncerimoniously startled me a little. However being innocent of wilfully trespassing against anyone in the village, not knowing for what he desired my company and thinking that a refusal might perhaps give rise to unpleasant circumstances, I disengaged myself from his hold and requesting my companion to go with us, signified my assent to accompany him. He then proceeded straight back to the hut where I had purchased the article from him, and desired me to go in; not knowing for what he wished me to enter, I refused. He then went in himself and bringing out the tobacco which I had given him, and a dart similar to the one which I had purchased from him, he first gave me the tobacco, then taking the dart which I had bought he gave me the other one, then again took the tobacco and inquired if I was satisfied at the exchange, glad to ascertain that this was all for which he had so earnestly desired me to accompany him I informed him that I was, and we again proceeded on our way, in somewhat lighter spirits, for being totally in their power had we committed any offence we were completely at their mercy. The only cause which I could reasonably assign for the singular conduct of the Esquimaux on this occasion was that he thought I had been cheated in the first trade: the second dart which he gave me, I observed was a new one, and had been but little used, while the first one had seen a little more service, one, however was suited to my purpose equally as well as the other, but for his use, as far as I am a judge the one which he gave me lastly was the more servicable of the two. It appeared to have a desire that the trade should be a fair one, as a mere exchange of the two darts would not do, but we must first trade back, then make a second bargain. . . . We cruised about on shore until we were all satisfied and had seen all that was to be seen then started for the boats to go on board. The natives were as ready to shove the boats off as they had been to haul them up when we landed, and amid the shouts of all that were congregated on the beach the boat was launched and we started for the bark. The suspicious boat had started a short time previous and as soon as we got off the beach, we found that we had stopped quite long enough to, at on board without difficulty as the ice which previous to our coming the ship was seen in shore to the N.W. of us, was now moved to be rapidly sweeping down toward the South-west. We however reached the bark before it interrupted us, with a strong breeze from the N.W. which sent the boat flying over the water. . . . On board we found the skipper somewhat vexed at our long stay and anticipating trouble from the approaching ice.



It was then two o'clock P.M. but all hands were on deck and busy filling up the gear, over the bows and side to prevent damage being done by the ice which still continued to approach us rapidly. It was soon discovered to be heavier than was before anticipated and fearing we might sustain some injury it was considered best to get under way. We then lost no time to lose and as the ice was quickly breaking up we were forced and started home, and the old bark swung off just in time to go clear of the ice which was then not two boat's length distant from the bow and said by some to have been under the fly jib boom. This was near eleven o'clock P.M. seeing us get under way the ships to the leeward of us followed suit about the same time and with a strong breeze which was accompanied by rain we all stood out to the eastward clear of the land. The small trading brig only remaining, she being anchored where the ice would do her no damage. Once more afloat we then had liberty to reflect upon what had been seen on shore. The Esquimaux and the various subjects connected with them. They are no doubt as well contented and happy in their mode of living as any people in the "Pole" - the north and yet how could a stranger get along amongst them. They would, no doubt as they have done to our mariners, show any foreigner resident the greatest hospitality and kindness of which they are capable. But their mode of living is any wintered being must be extremely disgusting. It is however well adapted to their situation and in this we see the divine Providence of their Creator. No where can we more tough and hard set of people be found; one man was said to have been seen in some towers on shore nearly seven feet in height and built in proportion. All of them are muscular and sinewy and in a conflict of strength would prove a formidable enemy. The weather of the present season they mind but little many of them were observed on shore to us going about with nothing but a pair of breeches or naked to the waist. Many also live under their anoo which were frequently seen turned up with the bottom to the windward and covering a large family. The drumbeats of the preceding day to that on which we last saw them had on this latter occasion all disappeared with one exception. This was a man apparently about twenty five years of age and he was most "beastly tight" and on the 1st was performing a series of foolish antics common to a tight individual in his "last stages"; another was with him who appeared to be his guardian, for therefore he was endeavoring to keep him separate from the rest of the community so that no damage could be accomplished by him. To me also appeared to take any notice of him probably from the fact that it was but lately when themselves were in a similar position. He was allowed to perform as he chose so long as he kept away from the remainder of the natives. Those of these natives it is perhaps somewhat difficult to judge. They all appeared to be within the bounds to which human life extends in civilized countries, none were observed that appeared to have arrived at any stage of infirmity. The name of the place in which they reside is unknown to any of us, and if it was it would be still unknown as it is no doubt some jawbreaker in the Esquimaux tongue which puzzles a citizen of any other nation to speak and understand. They live in a locality which is probably well suited to their wants. The ocean furnishes them with whales, walrus, seals and small fish and streams



running down from the interior are said to abound plentifully with salmon. The situation of their village affords a lee from the Southward and Westward, but affords them no vegetables of any description with the exception of herbs which they cook for greens. The southern extremity of the village where the point is connected with the main appears quite verdant, and a few flowers were observed growing here and there; no signs of cultivation or any sort of tree or shrub are visible and they evidently depend for support altogether upon the produce of the waters, accompanied perhaps occasionally by inland game such as the deer for which is said to be sometimes met with. But we have now left them and seen them probably for the last time; therefore such as they are let them continue while we proceed on our voyage. . . . . Through the night of the 29th. ult, under double reefed topsails with a strong breeze from the N.W. we stood through Behring Straits to the Southward, accompanied by ships Montpelier, Majestic, Lewis, St. George, and Barb James Andrews. Sunday morning last a breeze from N.W. still continued fresh and while it lasted we were steering down the Asiatic coast under all sail some fifteen or twenty miles from shore. All the land which we then passed was very regular and even but of no great height and presented the same barren and uninviting aspect as all the rest of it. Four ships were in sight of us the same which left East Cape with us, probably. At noon the breeze had left us altogether and we were becalmed off St. Lawrence Bay, this does not take its name from St. Lawrence island, but is some considerable distance to the Northward of it. Boathead Point; so called from the land having the appearance of the head of this species of whale, forms the Northern head of this bay. Soon after noon a couple of canoes loaded with natives came on board of us from somewhere in the vicinity of St. Lawrence Bay. These were the same as all we had previously seen but we drove a rather more brisk trade with them than with any of the others; they brought on board a great many curiosities for sale and also a great number of canvas back ducks genuine and no mistake; there was food for an epicure even in the barren regions of Bherings Straits and a great many of them accordingly purchased the price being a head of tobacco or a few needles for each one. These birds they kill with a sort of sling made of several small peices of ivory each of which is attached to a string and these ends are all made fast to one by which the balls are thrown at the birds, and being pretty expert in throwing them the natives are sure to hit the object at which they throw, with some of the ivory peices, the remainder then entangle around the legs wings and body of the bird, which, if it does not at once despatch itself, brings him to "all standing". The natives came this time evidently prepared for a regular trade in small articles such as bows and arrows, the slings already mentioned and numerous articles displaying their advancement in the art of sculpture. These consisted mostly of small ivory representations of men, birds, bears, dogs &c. These were rudely carved without smoothness of finish or symmetry of form. But the price being, perhaps a chew of tobacco or something



of like value, many were purchased for amusement; these canoes like all the rest were in  
 idently prepared to attempt the capture of a whale should he come in their way, lances,  
 ivory harpoons and various other whaling paraphernalia being all in readiness for  
 use, these they would not sell on any consideration. Having dropped anchor as long as they  
 could make anything, and a light breeze springing up from the E. S. E. about 11  
 time, at 4 o'clock P.M. they left for shore, we then stood S. by W. down along the  
 coast about fifteen miles off shore: at night the wind hauled to the W. and was ac-  
 companied by a considerable fall of rain: we however continued on to St. John's, and  
 under all sail. Monday morning from the N. W. steering S. along the coast.  
 At ten o'clock in the forenoon, passed Cape Chaplin, the distance about 15 miles from  
 at a distance of about one mile. The land here begins to exhibit a somewhat dif-  
 ferent appearance from that to the Northward, gradually rising down until within  
 about three miles down to but a few feet above the level of the sea: it is some three or  
 four miles in extent and quite thickly settled; the huts, as we passed them were easily  
 distinguished from the snow and were of a different construction from those ex-  
 posed at East Cape being made apparently of earth in the form of mounds six  
 or eight feet in height; they were also more regular and evenly built altogether  
 presenting a much neater appearance than those at East Cape but perhaps  
 a decrease of distance would lessen the effect, and a close inspection would in  
 all probability discover as much filth as the most filthy revel in: several  
 muske diggers were seen off this point, and they were quite plenty where we were the  
 day before but on neither occasion did we trouble them. Four ships were seen  
 on Monday forenoon. Chaplin, as soon after spoke the ship Roman of St. John's  
 Bedford, Capt. Cummings, two whales the season, but out a new fore-top-sail the  
 forenoon. In the afternoon the breeze still continuing strong from the N. W. a  
 gale was anticipated from that direction, and we accordingly stood in shore to  
 make a lee. Two other vessels probably under the same circumstances and with the same  
 breeze were before now observed standing in shore also. At two o'clock P.M. we had  
 arrived far enough in shore, and accordingly dropped anchor about three miles from  
 shore in ten fathoms of water. The two vessels which we had previously observed  
 standing in shore and which were afterwards ascertained to be the ship Roman  
 and Capt. Valparaiso, both of St. John's Bedford, had reached an anchorage some three  
 previous a mile and a half farther up the coast. The land where we anchored this  
 time presented a very uneven surface of hill and dale, the hills rising to a  
 considerable height and the valleys being quite verdant. The wind died away al-  
 together soon after we dropped anchor and then we were obliged to wait until  
 a breeze sprang up from some direction. The first and only thing done  
 after anchoring was to send down the fore-top-sail and then  
 the fore-top-sail was hauled up in the forenoon, thus being satisfactorily accomplished, at  
 four o'clock P.M. the mate and his boat's crew started in shore; on our way we  
 met the boat, which had been previously seen, and we then proceeded on our way  
 to the bay to the westward, light breeze from the N. W. and Cape



of the Valparaiso had been up to Echechen Bay which lay in shore of us some distance inland, invisible from our anchorage. We had started for that destination but ascertaining the distance to be twelve miles, the idea was relinquished. Echechen Bay is I believe the native name of this body of water which is said by those who have visited it to be a beautiful sheet of water, the surrounding country being quite a Paradise compared to those parts of the coast which we have visited; the ship Lewis has visited it this season and from them we received a correct description of it. Several years since the whaler ship Marcus was run ashore in this bay, and Capt. Gray and Tilton had just returned from visiting the wreck, as we met them. Being near the beach then, we determined to land for a moment and accordingly pulled up to the entrance of the bay and landed on a sandy beach at the foot of high hills; a small narrow tract of land lay between these hills and the water covered with a dry species of grass which grew thinly and upon this we enjoyed a few moments liberty ashore no more. The entrance to Echechen Bay is scarcely quarter of a mile in width and less a short distance farther up; it is guarded on either side by high hills and sailing half a mile off shore, no signs of an inlet are visible. Indeed arriving at the entrance one would hardly suppose that the water ran any distance inland still less that it connected with quite a large bay. We could see but a very short distance up the inlet which was very crooked and seemed too narrow for the free passage of a ship propelled by wind. The water though, from its appearance was evidently very deep. The boats crew would all have liked very much to have gone up to the bay but two of them were more desirous of going on board again, and accordingly after a few minutes exercise on terra firma, we started in that direction but in no great hurry; an Esquimaux canoe was observed to go alongside of our bark while we were off. But where she came from appeared mysterious; some where from the southward she approached the bark, but neither in that, nor in any other direction could we discover any indications of human inhabitants. At or about nine o'clock P.M. we reached the bark once more after having a very pleasant cruise in the boat. Monday night the weather still continued calm. At three o'clock on Tuesday morning a canoe load of Esquimaux arrived alongside of us, and this was soon after followed by several others containing men, women and children, until at last we had quite a crowd of them on board. The first canoe that came in the morning brought a few gallons of raw seal oil which was purchased by the captain but the rest of them brought few or no articles to barter; one of the natives brought with him a two stringed fiddle the design and manufacture of which was no doubt some of his own in genuity; with a short bow he sawed away on his fiddle with great gusto, and produced more discordant sounds than a whole pack of tom cats would, in a dark night; he wished to sell this instrument, but no one prized it sufficiently to make a trade for it. On the occasion of this visit, noticed, what had before struck me as somewhat singular, that notwithstanding the unutterable jargon which they utter among themselves, they speak an English word or sentence



with an astonishing degree of fluency; on that day I said something in English to one of them which not understanding he immediately repeated over trying him again with another sentence this he also repeated as he did several others equally distinct as I myself had done. It would have been a piece for me to repeat one of his sentences at all. At nine o'clock on Tuesday morning, no sign of a breeze being visible our mate and his boat crew started off on another excursion. We first visited the Pilparino and Carolina and from there went in shore gunning, being accompanied by a boat from the Carolina. We pulled in shore and landed at the mouth of a small stream of fresh water where two of the Pilparino boat crews were waiting. The water of this stream was excellent, cold as ice and clear as crystal. It was merely a small brook the water being of no depth and running babbled over a bed of small stones. We followed the stream up for half a mile or so to ascertain if there were any salmon in it but as there was no other description of fish were to be seen there on one side of the brook rose precipitously a hill of considerable height while on the other the ascent was very gradual and of no great altitude. On this latter side of the valley we creased about for an hour or more exploring the country which presented a more verdant aspect than any we have before since we came up here; flowers grew abundantly and we obtained quite a large quantity of several varieties. No trees or shrubs of any description were to be seen there or in the surrounding country within the limits of our vision. Neither were there any indications of human inhabitants or habitations. Bones of whales were found in several places some of them standing upright in the ground in a manner which informed us that we were not the first who had visited that locality. Leaving this place we then proceeded further down the coast cruising along and shooting birds as we went. For about two miles, after leaving the stream at which we first landed, the coast is high rocky and jagged. Then comes another valley with a smooth sandy beach and here we again landed near the mouth of another small fresh water stream. Here we did not stop long, remaining on the beach while we did and seeing nothing particularly interesting; from this place we started for the shipping and arrived on board the Carolina at three o'clock in the afternoon, and there took dinner. The three shippers of the Carolina (North and Salparino) were then on board the latter having a regular gun the three mates of the Carolina enjoying themselves also. The gun however lasted but about an hour after we arrived on board the Carolina, as a light breeze springing up from the S.W. at four o'clock P.M. put an end to it; all hands at that time returned to their respective quarters, and both the Carolina and Pilparino immediately after put under way and stood off shore; we remained until six o'clock P.M. then hoisting up the anchor stood off shore also heading E.S.E., musk diggers were raised soon after and the 3d mate lowered for them but after a short shore returned no more. At eight o'clock P.M. spoke ship Christopher Mitchell of New Bedford with two whales the season being there she had taken since we were at Cape Horn. Several other ships were seen the same afternoon, one of which was observed to be hauling. Tuesday night, light breeze from S.W. which also continued all day Wednesday. On Thursday morning we were heading E.S.E. and in the afternoon W.S.W. under all drawing sail. St. Lawrence Island was visible in the forenoon some thirty miles to the eastward and the weather was



the same distance was at the same time in sight to the windward. Saw a hump back in the morning but did not see him. Two sails were seen through the fog, and at six o'clock in the afternoon the 2nd. mate lowered to try and catch a musk digger, but in this he did not succeed, the musk diggers escaped us, fired and the 2nd. mate returned on board. Through the night the breeze freshened a little and Thursday we had a strong breeze from P. by W. which was accompanied by a thick fog the greater part of the day. We were working to the southward and westward, taking short tacks, and were under whole topsails and courses in the middle P.M. when the fore topsail was double reefed. At four o'clock P.M. St. Lawrence island was seen at a distance of fifteen miles, bearing E. S. E. it did not, however, remain long in sight, as the weather soon after set in thick and rainy and so continued through the night, we continued beating to the windward.

Yesterday (Friday) morning at five o'clock the wind hauled to the N. E. and the weather began to assume a more favorable aspect. All drawing sail was set, and under this we steered S. by W. for a short time then kept off S. running along the coast of St. Lawrence Island which we passed about nine o'clock in the forenoon at a distance of five miles, it then bore east. At eleven o'clock A.M. a boat head made his appearance toward with a rush to the windward on this account, and the sea also being pretty rugged, we did not lower for him. In the afternoon we continued steering S. under whole topsails and courses, with a strong breeze from the S. E. at three o'clock P.M. two boat heads and a right whale were hauled. The 1st. and 2nd. mates lowered to strike either of them at which they might get a chance, and soon after we arrived in their vicinity the right whale came up a short distance to the leeward of our boat. The mate set sail and we started for him, the breeze was strong and the sea rugged, and a whole boat with a sail set, going directly before it may be supposed to go some; we did all of that, and before the mate had got a sight of the whale we had yet clear our stern to the leeward just as he was coming to sport. The sheet was let fly and the boatuffed to just too late, the poor whale, frightened half to death, ran her head, which was armed with harpoons, out of water the whole length within dart of the stern of the boat, but before she could be laced around she disappeared. This stirring up had, at once, thoroughly galled him, we however did not give up, several times afterward and got very near him, but in some of our manœuvres we got flustered, and was accordingly given up at length; we then turned our attention to a boat head. The skipper for the first time this voyage, lowered in the 3d. mate's boat and joined in the chase, but neither of the boats, at any moment, and after being down about four hours, in a very rough sea, we returned to the bark wet and cold and with nothing to repay us for the labor and fatigue of the chase. After getting on board a boat head was seen close to the bark, but we did not see him, and it would be most probably, some false alarm; the weather was too bad. At night the S. by W. point of St. Lawrence, bore E. by S. at a distance of about ten miles. Through the night we were beating to windward.



on short tacks, being obliged to double reef the topsails. This morning (Saturday), we had a moderate gale from the N.E. and in the course of the forenoon the wind so increased that it became necessary to take in the jib fore top sail and main; this, however, did not last long, at one o'clock P.M. the wind had moderated so that the fore and main and double reefed fore top sail were set and we stood in toward St. Lawrence Island to the Eastward. At six o'clock P.M. we kept off S. and turned the reefs out of the main top sail. A bowhead was seen this forenoon but the weather was too rugged to lower for him, and this sight was soon after followed by that of another. Both of these whales were bound off S. St. Lawrence Island and were in sight of us all day and at six P.M. when we kept off bore N.E. distant ten miles. A bark was seen this afternoon in shore of us steering S.E. and this probably had some influence in inducing the captain to steer in that direction. All hopes of obtaining any more oil to the Northward of us have now vanished; we have tried it so long and with so little success that it was considered expedient to leave the place altogether and try our fortune elsewhere. The vicinity of St. Matthews Island, several degrees to the Southward of us, I believe has been fixed upon as the place where we next stop for oil, unless whales are found before we arrive there. At St. Matthews Island are found both right whales and bowheads, or at least, there they have formerly been found. The right whale which we chased yesterday was considered to have got considerably out of this reckoning as none had ever been seen by any of our officers, so far to the Northward before, he had probably gone up there to give the bowheads a lesson some in the scientific part of pugilism in which, the right whales as a species are said to excel. The only hope for the season, now lies in what success we are to meet with at St. Matthews Island, this is the last resort and if we fail here we fail altogether; it will then be too late to come North again and there, I think we have bid a last adieu to all Arctic scenes and scenery. For one, I am perfectly satisfied with what we have already seen, it has all been instructive and interesting, but "enough is as good as a feast", and we have had sufficient I think, so again farewell to Esquimaux, and may we see them no more for this season, at least. The week just passed has been about as interesting to us all, as the preceding one was, full of variety and interesting transactions, probably more so than we shall again experience soon, as being about to go seaward, after so long remaining about in the proximity to the land, the monotony of a life at sea will again open to us, unless we fall in with whales plenty, in which case we shall probably find employment enough, I hope this may be the case.

A few solar observations have been obtained this week those that were placed in as follows.

August 2nd. Lat.  $54^{\circ} 01' 16''$  N. Long.  $171^{\circ} 50' 15''$  W. Lat.  $63^{\circ} 22' N.$  Long.  $173^{\circ} 01' W.$   
No observations were obtained on July 30th. and 31st, and August 1st. 3d and 4th.



Saturday, August 12th. 1884. This date finds us on right whale cruising ground but we have so far cruised unsuccessfully. Leaving St. Lawrence on the 5th. ult. we that night continued steering S. with a strong breeze from the N.E. under double reefed topsails and courses. on Sunday the wind hauled to the E.N.E. and increased to a moderate gale; the weather which accompanied it was also thick foggy and disagreeable; under double reefed topsails and foresail we were steering S. until two o'clock in the afternoon, at which time we kept off N.S.W. At four o'clock P.M. the wind had increased so that running was unpleasant and sail was accordingly taken in to a close reefed main topsail, and the ship brought to the wind on the starboard tack, heading to the N. the gale continued unabated through the night and was accompanied by much fog and rain.

On Monday forenoon the gale moderated, but the weather still continued foggy and a heavy swell was running from the S.E. the foresail was set and the main topsail was set double reefed. We were standing to the Northward through the forenoon, but at two o'clock P.M. were ship heading S.S.E. a double reefed fore-topsail was set at the same time. Thick fog prevailed all the afternoon, and toward night the wind again began to increase; at seven o'clock P.M. took in the fore topsail and close reefed the main, all of that night the wind blew a moderate gale from E. and in it we were lying to heading to the Southward. Tuesday morning the wind hauled to the E.N.E. and moderated considerably; set double reefed fore and main topsails, jib and mainsail and stood to the Eastward. A thick fog attended us all that day, and a heavy swell was running from the Southward; this latter circumstance viz. that a heavy swell should run in opposition to the wind appears somewhat singular, but was owing probably to a former gale from a southerly direction or perhaps opposing currents, or something of the kind. At night on Tuesday the wind hauled from S.S.E. to W.S.W. and we layed aback heading to the Northward; At two o'clock on Wednesday morning the ship Vineyard of Edgartown Capt. Fisher, ran across our stern and spoke us. Capt. Fisher reported the 'Vineyard' with one whale this season; she was then bound to the Southward. A strong breeze from W.N.W. accompanied us all day Wednesday and the weather continued clear through the forenoon. At nine o'clock A.M. we spoke the Bark Harvest of Fair Haven Capt. Spencer and his report placed him in worse circumstances than even we were; the only blun, which they had captured, that would make it, since they left home (which was about the same time with ourselves), was one walrus. discouraging indeed; the Vineyard was at the same time in sight bound off to the leeward. Capt. Spencer came on board of us and made a short stop; at ten o'clock A.M. we kept off E.S.E. in company with the Harvest. At eleven A.M. she was ordered to haul aback and lower her boats, and immediately after a right whale was cut off, the effect of their haul was seen. Short distance from the boats; one of the boats soon after struck one of the whales, and when they sailed away down to the lower ground. At 12 M. a blun was set in the Harvest's boat - was then lost some distance to the leeward of us. It is a long aback and looking the paper



mance: two of the Harvert's boats were chasing around after the first boat, but could not overtake her, she did not appear to make much headway in cutting down the whale's whorl in running. The sea however was at the time very rough almost too rough to row in. We got our boats all ready to lower and sent them a hand then stood off to the leeward toward the first boat, but she was observed to be loose before we got to her and we then hauled about; we were nearer to her then than the Harvert was and she accordingly made for us. The other two of the Harvert's boat returned to their own ship. The boat that had been first, soon arrived alongside of us and we ascertained the particulars of the transaction; the crew were all wet and cold, and the distance being less to us than to the Harvert, they came alongside of us to get a little rest and warm themselves. It was the 4th. mate who had been first, he had struck the calf and drawn from him again before doing any great damage to either of the whales; they still remained in sight to the leeward, both together, picking up considerable white water. By a right whale catch, one would naturally suppose that a very small whale was meant but the calf which the boat had been first to was supposed to have somewhere about 60 or 70 barrels of oil in his blubber, rather a large animal to be designated as a calf, especially when we remember that the oil which a whale yields is but a small portion of the whole body. At two o'clock P.M. the 4th. mate of the Harvert left us and returned home to her. At three o'clock P.M. another right whale was raised a short distance to the leeward of us and the mate and our boat's crew lowered for him. Two boats were also down from the Harvert in pursuit of the same whale. The weather was calm, breezy and I think a larger sea was running than we ever were down in before; we got very near the whale but he saw us a little too soon and started to the windward, pursuit was then useless in such a sea and we returned on board. This was the largest whale I think that I ever saw. We had a splendid view of him as he drew along by the boat not more than a ship's length distant. His smooth and glossy skin scarcely raising a ripple so steadily did he pass along while rounding out. I think it was quite as well that we did not strike him as there would have been but little hopes of saving him in such a sea. At seven o'clock on the afternoon of Wednesday, our skipper and a boat's crew went on board the Harvert to have a gun the wind at that time had not blown down to a light breeze and the sea had also greatly subsided; at nine o'clock P.M. a right whale was seen a short distance from the Harvert and from her, two of her boats lowered being accompanied by our 3rd mate who had gone on board the Harvert with the captain. All three of the boats were however unsuccessful and after a short chase they gave him up and our boat soon after came on board her. Thursday, in the forenoon we had a light breeze from S. by E. which was accompanied by a light fog. A ship was seen to the windward chasing a whale and St. Matthews Island was also raised being at distant ten miles. This was seen dimly through the foggy atmosphere and nothing respecting it could be ascertained by the sight except that it was a small island of no great height. In the afternoon the wind hauled to the northward, blowing very light and being accompanied by a light fall of rain, we were steering N. by W. in to whale grounds and on our way, and in the course of the afternoon again came across the



Harvest: at seven o'clock P.M. we spoke and jammed with her, and soon after  
 we experienced a sudden change of weather which commenced with a fresh squall  
 from N.W. the topsails were double reefed main sail taken in and we hauled aback  
 heading W.S.W. and remained in this position through the night rain also fell  
 quite plentifully. Yesterday (Friday) in the forenoon a moderate gale was blowing  
 from the N.W. which was accompanied by frequent squalls of fog: the foretop sail  
 was taken in, and we lay to heading N.N.E. Two sails were in sight of us and  
 near noon St. Matthews Island was seen for a short time, bearing S.E. at a distance  
 of 17 miles: in the afternoon the wind moderated a little, blowing from W.S.W.  
 and the weather became clear; in the course of the afternoon, made sail to double  
 reefed topsails, courses, fore and spanker, heading to the N. until six o'clock  
 P.M. then wore ship and stood S.W. the wind soon after died away to a dead calm,  
 in which we lay nearly all of last night (this Saturday) morning. However, a breeze  
 early sprang up from the W.S.W. and was accompanied by foggy weather all  
 the forenoon; we were heading to the S.W. under all sail. This afternoon the breeze  
 continued light but hauled a couple of points and blew from W. the fog of the  
 forenoon also changed to rain and in this sort of weather we have been standing N.N.W.  
 under all drawing sail; The Harvest has been in sight all the afternoon and at two  
 o'clock P.M. a gam was struck up our skipper visiting the Harvest and the wife  
 of her coming here. The remainder of the afternoon we have been standing along together.  
 at four o'clock P.M. the wind hauled N. and we both wore ship and steered W.S.W.  
 at eight o'clock this evening, the wind which had previously been light but only struck  
 us in a heavy squall and brought some of the dimity in; everything was furled to a  
 double reefed main topsail under which we are at present lying to in a strong breeze  
 from N. The Harvest was also obliged to take in sail at the same time as did not  
 is now lying to a short distance to the windward of us. the gam is likely to continue  
 for the remainder of the night our captain and boat crew will remain on board  
 the Harvest, and her mate with his boat crew being on board of us. When we hearing  
 them to gam the night away we will take a short review of the transactions of the  
 past week. but little of much interest has transpired. The weather has been un-  
 favorably for business and reminds us of such as we have accustomed to experience  
 in nearly the same latitude several weeks ago. We have seen quite a number of  
 seals considering the state of the weather and if this had been done, would have  
 stood a fair chance of getting one. No porpoises have been seen since we left  
 St. Lawrence island, and our only chance now appears to lie in right ahead, this  
 failing us we are undone and must for a time try our fortune upon whaling and  
 blackfishing once more; if this however it will be time enough to look when we  
 have left the Foully-birds sea. The sight of a ship occasionally through the  
 weed gives us to understand that we are not the only one who has sought this cru-  
 ing ground to fall back upon right aheading. many of them are probably in as  
 bad a predicament as we are, as we ourselves are, this is of course a slight conso-  
 lation, although a selfish one. But no one likes to be miserable alone and we are the



same in this respect as the generality. The foggy state of the weather this week has prevented us on some days from ascertaining our exact position, but sufficient observations have been obtained to enable us to determine our situation occasionally. The latitudes and Longitudes obtained were as follows. Aug. 11th Lat.  $61^{\circ}49'N$  Long.  $173^{\circ}35'W$ ; 9th Lat.  $61^{\circ}01'N$  Long.  $173^{\circ}47'W$ .

11th Lat.  $61^{\circ}01'N$  Long. by observation,  $173^{\circ}47'W$

No observations were obtained on the 6th, 8th, 10th, and 12th.

Saturday August 19th. 1854. Another week has now passed over our heads, and was away much similar to the preceding one bringing no change to us for worse or better. Last week left us caught in a blow from the N. while gamming with the Harvest. Those that were gamming, stopped away all of that night, a boat's crew from the Harvest also remained on board of us. The breeze continued strong from N. all of that night, and was accompanied by foggy weather, we were lying to heading to the W. N. W. and the Harvest was heading, in the same direction a short distance to the windward of us. On Sunday morning the breeze had greatly moderated the Harvest ran off to the leeward of us, and at eight o'clock P.M. the mate of Harvest us and returned home. Our captain soon after returned on board of us, and making all sail we steered S.W. the Harvest accompanying us; a thick fog prevailed all of that forenoon and in the afternoon and it was frequent. The wind hauled to N.E. blowing light, in the afternoon, and we continued steering S.W. Thick fog continued through the night, and the wind hauled to the S.E. we then hauled aback heading to the S.W. At three o'clock on Monday morning the fog cleared away, and clear weather accompanied us for the remainder of the day. The breeze, from E.S.E. in the forenoon and S. in the afternoon, gradually increased from morning till noon. The topsails were double reefed in the forenoon, when we were heading to the S. thenward. At three o'clock in the afternoon, wore ship heading E.N.E. and furled the jib and mainsail at the same time; at four o'clock P.M. furled the fore topsail. The remainder of that day, the night, and all day Tuesday, with foggy and rainy weather and a strong breeze from the S.E. we were standing on different tacks, under a double reefed topsail and foresail; the Harvest was seen on Monday forenoon a short distance to the windward of us, but on Tuesday she had got out of our sight, and nothing has since been seen or heard of her. The breeze night the wind hauled to the S. but continued to blow strong. Wednesday strong breeze from S. and thick foggy weather, heading in the forenoon W.S.W. and in the afternoon E.S.E. under short sail. Thursday the weather much the same and the breeze from the same direction although not quite so strong as on the preceding day; set double reefed fore topsail, jib, mainsail and spanker, in the forenoon, heading W.S.W.; in the afternoon on the other tack heading E.S.E.; at six o'clock P.M. turned the reefs out of the main topsail; at eight P.M. hauled ship heading W.S.W. fresh breeze from S. and rainy weather through the night. At five o'clock yesterday morning the wind hauled to S.S.W. soon after to S.W. by S. and in the afternoon it was blowing from S.W. we followed it up as it hauled, until we were heading S.E. which course was steered the remainder of the forenoon, but in the afternoon it



kept off E. by S. and cleared in that direction the remainder of the day; squalls of fog were frequent, but the weather was otherwise pleasant. several fin backs were seen in the afternoon: quite a cheering sight after being for several days previous shut out from all such objects by foggy weather. Last night, the breeze freshened and it became necessary to take in the light sails, and double reef the topsails. This morning (Saturday), the breeze had again decreased so that all drawing sail was now more set, and with the wind from S. by W. we cleared E. This afternoon, we are steering S. E. by E. under all drawing sail with a light breeze from S. and a cloudy sky.... Thus have we at length got through another lonesome week of extremely disagreeable weather and with no chance of bettering our condition; no right whales have been seen, and we are beginning to find out that right whaling off St. Matthews island is scarcely what we had expected. The fin backs seen yesterday were I believe the only whales of any description that have appeared to us for the last week. The watches have had pretty busy times the most of the week, but have been occasionally pretty busy at work in the ship. The labor on these occasions consisted of breaking out provisions and on Wednesday, the sailors were employed in a regular break out, in order to trim the ship. several barrels of meat were removed from aft, forward, which accomplished the effect desired.

Where we are at present edging to, I hardly know but I have a faint suspicion that the skipper is getting heartily tired of this locality and is gradually endeavoring to slide off to the Southward to be in readiness to leave with a favorable opportunity. I think that our stay here is about to terminate and another week will in all probability find us bound off to the Southward, at any rate I hope this will be the case. I for one have got enough of it and feel satisfied that we are "gone in". The last link is broken or about to be, and there is no hope of repairing our sad condition in these regions. therefore, taking everything into consideration I think we may as well leave. The ships have also deserted us and we are utterly forsaken. The only vessel which has been visible to us this week was the Harvert, and nothing has been seen of her since last Monday: where she has disappeared to, none of us know. An agreement had been entered into between our skipper and Capt. Spencer of the Harvert, to proceed to the Southward in company, through the Fox islands, when they got ready to leave, but as the Harvert has left us we shall have to go alone unless we chance to fall in with her soon.

The fog this week has visited us mostly in squalls and during the clearings observations were taken from which we have been enabled to keep the run of our course, and in which direction to steer; from these observations the following latitudes and Longitudes were deduced.

Aug. 13th. Lat.  $50^{\circ}45' N.$  Long.  $175^{\circ}05' W.$  14th. Lat.  $50^{\circ}42' N.$  Long.  $175^{\circ}41' W.$

17th. Lat.  $60^{\circ}32' N.$  Long. not obtained. 18th. Lat.  $60^{\circ}18' N.$  Long.  $176^{\circ}16' W.$

19th. Lat.  $59^{\circ}35' N.$  Long. by Account;  $173^{\circ}18' W.$

No observations were obtained on the 14th and 15th.



Saturday, August 26th 1854. Hurrah for warm weather! The sky once more, when night came, was clear and foggy weather was rare. When we was once more breathe the warm air of the tropics and clear sky, it would everything look blue for even this is preferable to what we have experienced in the heavy regions of the F. and S. Sea lately. But all of these concerns get in anticipation the reality is probably several weeks ahead yet. The week ending to day has been full of rain. Not a sun is immediately preceding, and the weather most of the time foggy but otherwise generally pleasant. Light breeze from the Southward which was with us in the night left us in a dead calm the same night and a gale of rain accompanied it. Sunday however we again took a light breeze which in the forenoon was from E. N. E. and light but in the afternoon, hauled to N. E. freshened a little. Breeze rather strong accompanied it all day and under all driving sail we started S. E. bound off the ground at last and with the intention of going through the Fox Islands. This being a much shorter cut than the usual passage of ships there we entered the sea far to the Westward. Monday evening the wind hauled to S. W. and continued blow from that point through that night, and the forenoon of Tuesday, we steered S. E. by S under all driving sail, making considerable head way. On Monday afternoon the wind hauled to W. but the course was not altered until night. The wind hauling to S. E. backed us off E. S. E. and being fresh, it became necessary to take in the light sails and to set the fore topsail. On Tuesday forenoon the wind hauled to the S. P. W. and moderated a little, making the topsail set of the fore topsail we stood S. E. but the wind in the afternoon again increasing, the fore topsail was once more double reefed. At 3 o'clock P. M. At eight o'clock the same afternoon, were ship heading W. by S. and the wind soon after hauling to S. S. E. we were heading up S. W. and so continued through the night. The weather on Tuesday was little more but quite favorable for the voyage. Wednesday strong breeze from S. E. in the forenoon, ship heading S. P. W. under double reefed topsail and courses, in the afternoon from S. E. the wind hauled a couple of points to E. S. E. and we were heading S. Thick fog, and much rain was the disagreeable accompaniment. A heavy swell was also running from the windward. At eight o'clock on Wednesday evening the wind veered to N. P. W. and making all sail we steered S. E. with a fresh breeze. Thick fog and rainy weather. Thursday light breeze from N. P. W. with very foggy and rainy weather, ship steering S. E. under all driving sail. Through the night of Thursday and very light with rain, steering S. E. by S. Yesterday in the forenoon we were forced with light breeze from E. N. E. with which we steered S. E. by S. and for the first time in a port where the fore topgallant sail was hoisted and set. This is a sail generally run first in a port of a whole ship, and one of their distinguishing peculiarities, it was however, not long set, for a slight increase of wind was the occasion of its being hoisted up in a few minutes. In the afternoon yesterday the wind again became our enemy and hauled to S. E. blowing light. This backed us off S. P. W. foggy weather was prevalent all day yesterday and this (Saturday) forenoon it was as thick as we have encountered to see it further South. Last night we had a short look at the hauler with light breeze from S. E. This forenoon the wind was light from S. E. and the ship was heading S. E. but soon the wind hauled to W. still continuing



light, and this for a short time brought comparatively clear weather, we kept on to the S.E. under all sail. . . . . We have come across no vessels on our course this week which was no disappointment as ships seldom travel on this route, but to cheer us on our way, several Sperm whales appeared on Monday, and on Tuesday afternoon a whale was seen about a mile distant to leeward of us, lob tailing and spouting, but we did not run off and therefore could not with certainty ascertain what he was, by some it was pronounced to be a right whale and by others a sulphur bottom, but the skipper seemed disinclined either to gratify our curiosity respecting the subject, or to make an attempt to catch him, whatever he was. The sailors have not led a very busy life this week for the most of the time; a little job was found for them the first of the week, which consisted in shaking up some of the head stays, which, being contracted by colder weather had become too tight, but little else was found to keep them in employment until today, when stowing down commenced, there was no large whale that we have been pulling below, with-  
 out which we could not get out of any description, but they were employed in stowing down salt water in order to keep the vessel in trim as well as to preserve the casks which were empty. At three o'clock this afternoon we were made aware that our proximity to the land was nearer than we had previously anticipated, by seeing the summit of one of the Fox islands coming up over a fog bank which was so dense, that the base of the island could not be seen. The island bore S.P.E. and was considered to be distant about twenty miles; this was supposed to be Sequam Island but owing to the inaccuracy of our chronometers, and these islands all being imperfectly laid out on an old chart, the only one of them, which we have, it is doubtful what island it was, and we are therefore in some heat of dilemma at present, to make matters worse, at four o'clock P.M. a thick fog set in and still continues, the wind has also nearly left us and we are at the mercy of the current if there happens to be any, as there is all probability is; without wind therefore we shall lose all control over the poor old bark and if a current sees fit to pile her bones upon Sequam or any other island of the Aleutian chain, she is doomed, gone in, and we poor fellows must find a living on the inhospitable shores of these regions; a little stretch of the imagination might easily present these ideas as about to be realized, but I really think we shall get through much difficulty; with clear weather and a light breeze we have plenty of opportunity to avoid all danger and there we must expect until danger narrows, whether we get them or not. The land seen this afternoon was of considerable height but of small extent, being merely the round top of some one of the numerous small islands which compose the Aleutian chain otherwise designated by the name of Fox islands: at the next entry probably we shall have ascertained something more concerning it.

From the observations of this week the following latitudes and longitudes have been deduced. Aug. 20th Lat.  $59^{\circ}01' N.$  Long.  $177^{\circ}32' W.$   
 21st. Lat.  $56^{\circ}38' N.$  Long.  $172^{\circ}08' W.$  22d. Lat.  $55^{\circ}15' N.$  Long.  $170^{\circ}20' W.$   
 24th. Lat.  $54^{\circ}17' N.$  Long.  $172^{\circ}37' W.$  26th. Lat.  $52^{\circ}50' N.$  Long.  $172^{\circ} W.$   
 No Observations were obtained on the 23d. and 25th.



Saturday Sept. 2nd 1854 The termination of this week finds us on the Coast Pacific more and well to the Southward of the scenes of all our Arctic & high fatigue and pleasure. We arrived in the <sup>morning</sup> after experiencing quite a time in getting through the Fox Islands and the occurrences appertaining to it. Happened on the first of the week, a short sketch of the business and difficulties experienced will commence this entry. In the last day of the week preceding this, we had just seen enough to awaken our apprehensions and were placed in somewhat peculiar circumstances; a thick fog had set in and the breeze was not known; thus it finally did altogether, and we were left in a thick fog and rain which being occasionally changed for a light air in which we were barely under steerage way, continued all that night; whenever there was any wind we layed aback in order to remain as near as possible where we then were. At five o'clock on Sunday morning, being a light breeze from N. we bore forward and steered off S. E. through a very dense fog. In this direction we continued until eleven o'clock P. M. The fog of heavy breakers were suddenly raised for coming from an Eastern direction, but in consequence of the fog no land could be discovered. We immediately hauled up the courses, as soon as the sound was ascertained to be that of breakers, and put the wind on the Starboard tack stood W. by N. and soon got out of the sound. In the afternoon a thick fog still in, which was accompanied by a light breeze from N. and on short tacks we were endeavoring to get to the windward as the land was known to be at no great distance to the seaward but exactly in what direction we did not know, it however appeared that we were, instead of getting to the windward, in consequence of a strong current all the time falling off to the leeward. This was first ascertained about midnight in the evening by a pair seeing the tops of the masts standing on the other tack. They were soon forced ahead of us, in the opposite direction, and at one o'clock got on what we took as might they were forced on retreat at the same time, and we were evidently approaching them. But, at eleven P. M. all hands were called to be in readiness for any emergency. Heavy sea was then distinctly heard to the N. E. and soon to the S. W. the wind, about the same time died away and left us in a dead calm, at the mercy of the current altogether, something then must be done for we were evidently all wound up and entangled in the horns of a dilemma. Not even the twilight of more northern regions which we had recently been accustomed to have all night remained to cheer us. There we were lying in a dead calm. Thick fog in the middle of a night of Egyptian darkness with the melancholy roar of wind to add horror to the prospect and then apparently proceeded from all sides of us. But lying inactive to contemplate upon the subject was no use and operations were accordingly commenced; our only hope lay in breaking the bar with an anchor and we therefore first resorted to this method. The cable was hauled up and the starboard anchor got off the bow in double quick time and more than half a way down the shore. But under such circumstances as it appeared quite possible no night; the chain was sent to the anchor and the day followed. However no bottom found at first, as we were however drifting in shore all the



bottom was soon found and at twelve o'clock midnight the anchor was let  
 so in twenty three fathoms of water on a rocky bottom, thus it was thought  
 would have the desired effect but the strength of the current was such, that it at  
 first seemed as if the fine old bark was doomed the anchor dragged and could be  
 distinctly heard rattling over the rocks, every such sound appearing like a knell;  
 the breakers were every moment growing more and more fearfully distinct, and  
 our destruction seemed inevitable; some even affirmed that they could see the break-  
 ers and I myself once thought that I could distinguish through the fog and  
 darkness, the white, foaming surf tumbling over the rocks, but this might have  
 been all imagination; at any rate all these circumstances combined made the  
 case look rather dubious for a time. But after a while the anchor caught, and by  
 paying out chain, it held her fast; the watches then went below and turned in, an  
 anchor watch remaining on deck, there we lay until four o'clock Monday morn-  
 ing when all hands were again called. We then had an opportunity of ascer-  
 taining our position in relation to the land, the weather being at that time  
 fair, and a light breeze having sprung up from the Eastward. We found our self  
 something less than a quarter of a mile from the nearest land which was a  
 small rocky island of no great height lying to the Southward of us; it bore  
 from S. E. to W. to the Northward, about three miles distant, lay another island  
 of considerable height but of no great extent; this was a volcano in action, vol-  
 umes of smoke were emitting from the crater, but no fire was observed. The  
 names of these islands, as given down on our chart are regular jaw breakers pure-  
 ly Equinian, I should think from the spelling; the one to the Southward of  
 us was called Amoukka a rather common name in this part of the promunciation.  
 I can hardly get over; the volcano I believe was known as Tchegoula; some dist-  
 ance to the Westward of us, we at last saw the island called Logoum which  
 it was supposed we had seen on Saturday of the preceding week; all of this land  
 more especially the island which lay to the Southward of us and toward which the current  
 had been sweeping us the preceding night, was desolate looking in the extreme  
 and its rock bound shores, with the surf dashing furiously against them, gave  
 us the impression that if the old Arab had ever struck there she never would  
 have made another passage. But we had little time to meditate upon these  
 things then the wind from the Eastward was as favorable as could be desired,  
 and accordingly, sheeting home the topsails which had merely been clewed up  
 at five o'clock in the morning the anchor was hove up, and we steered W. mak-  
 ing considerable progress and leaving the land astern; a light fall of rain ac-  
 companied the breeze before we got fairly clear of the land; At 10 o'clock A.M.  
 passing by Tchegoula the island Amoukka was raised just to leeward of it.  
 At ten o'clock A.M. a light fog commenced which soon after became very dense;  
 but we were then clear of the land, and close hauled, with a fresh breeze from  
 E. S. E. we were bearing S. and making very good time; the anchor was taken  
 on the bar, the chain stowed away in a more than one; in all straits we



fairly off to the Pacific once more so farewell to the Flamschatta sea; a place where we had long been cruising, experienced all kinds of weather, seen many new and interesting sights and got slightly, very slightly initiated into the mysteries of our to us, unprofitable profession. Our exit was one well suited to what we had experienced while there: we entered the sea in a snow storm, fog and blow were with us the most of the time we remained there and we left or rather made the attempt in a thick fog; the circumstances attending their departure have already been narrated and perhaps aroused more anxiety than was necessary. I do not think we would have gone ashore from the effect of the current; it would not counteracted probably have drifted us very near the land and as peopled rocks were seen on some of them we might possibly have struck. But the current most likely had a regular course through the straits, and might after all have taken us through clear. Such an experiment however, under those circumstances would have been a breach, risky. The volcanic mountain which we saw on Monday morning was a specimen of many of the same chain. They are probably all of volcanic origin at least their appearance from where we viewed them gave such indications. The important of the chain is laid down on the chart as being comprised of seven volcanoes, but we passed nowhere near this, but once again to all of this idea, and henceforth for a time and probably for a long time we shall be found somewhere on the border of the Pacific.....

On the afternoon of Monday last, a thick fog prevailed, a strong breeze from E. S. E. accompanied it, and with this we were heading, I under all sail until three o'clock P. M. at which time the wind hauled to the S. W. and we were obliged to alter the course of the day, we steered S. E. The night was squally, and an increase of wind rendered it necessary that the light sails should be taken in and the topsails doubled reefed all of which was accordingly done; we were steering S. E. by S. Tuesday the wind hauled to the Eastward, in the forenoon, and subsiding, all sail was made, ship steering S. E. in the afternoon, the wind again became our enemy by hauling to S. and knocking us off E. S. E. The weather also entered into the hour, it became foggy and rainy. At night the wind again hauled, to the Eastward this time, and blew fresh, in squalls all the night; being accompanied by a thick fog. The topsails were doubled reefed and we continued beating to windward on different tacks all night. Wednesday we had for a wonder a light and steady breeze from W. all day. In the morning all sail was made and the ship steered of S. E. a foggy mist attended us in the afternoon, but being counteracted to seeing it thick enough to draw a spike in, it was considered to be very pleasant weather. At night the wind again proving fresh, we hauled to N. E. and as usual we were met by a strong breeze in which the light sails were taken in and the double reefing of both topsails performed. We were now steering S. E. Thursday forenoon the wind from N. E. in hauled to a light breeze, and for an hour change, we had a light fall of rain. A large swell was running from the South-east and the cause of this was apparent by the breaking



We went to S. E. and in the afternoon we had a strong breeze from this direction  
 which was also accompanied by heavy rain, and under such the boat 1 1/2 and  
 course we were standing S. E., the wind increased through the night gradually  
 it rained the 26 and the sail was taken in; at one o'clock the fore topsail was  
 set and at five o'clock landed the foresail and close reefed the main & paid the  
 wind at that time there was a fresh gale from S. E. with much rain, ship head-  
 ing to the Eastward. Yesterday, we were lying to a day in a heavy gale from S. E.  
 and a large sea running ship heading to the Eastward under a close reefed main  
 topsail & main spanker & foremast stay sail, we shipped considerable water and  
 one heavy sea which broke over in the forenoon swept the big works of some pieces  
 of timber which were lying upon them. The gale continued to rage with unabated  
 fury through the night and towards morning increased a little, at five o'clock  
 this morning the main topsail was goose winged, an operation performed by furling the  
 weather yard arm of the sail; a heavy sea was shipped a short time previous, which  
 broke completely over the bark, and filled the Wait boat (which was sitting on the  
 crane to leeward), full of water; in order to prevent the weight from carrying her away  
 she was stowed down in the bottom, with a board put, which allowed the water  
 to run out of her. The gale continued strong through this forenoon, a large sea  
 running but the bark lay quite comfortable and shipped but little water af-  
 ter the main topsail was goose winged; the weather has been sunshiny and very pleas-  
 ant all day but the breeze was rather too strong for comfort. This afternoon, however,  
 the gale commenced to subside and the wind has gradually continued to go down  
 ever since; at seven o'clock this evening a close reefed main topsail was set, at  
 eight set the foresail and turned a reef out of the main topsail and the wind  
 still continues to subside but a heavy sea is yet running. With this gale I hoped  
 weather for us will for a while be more comfortable if we can only get a little farther  
 Southward we shall be out of danger in this respect, at any rate we have plenty of  
 sea room let it blow as it may, and the old bark behaves as well as any one  
 could desire under such circumstances. The watches this week have had  
 a little employment which began to look a little as though we had already  
 arrived in better weather once more, this consisted in the mending of the 1  
 studding sails which were hauled up as soon as we got fairly clear of the F. Islands  
 and got in order to lend us their assistance whenever we might have an oppor-  
 tunity to use them; none however has since occurred and if the weather of the  
 last day or two again sets in none will be required for a time. This has been about  
 the only employment, excepting the taking in and making sail, that has  
 this week been found for the sailors. No vessels or whalers appear to circulate  
 in the route which we have lately been travelling nor has anything the unusual  
 been observed since the day we left the F. Islands. Our destination is I be-  
 lieve something that is yet undecided upon it is usual for vessels from the  
 Order to proceed direct to the Sandwich Islands but it is pretty certain that  
 we shall not start for them, probably we shall bring up somewhere in the



Spanish main of South America between Panama and Cape Horn. Whenever we catch up, there will be an other opportunity to witness something new and interesting for even in the dreary regions of the Arctic ocean we found this.

The following situations have been deduced from the few solar observations taken this week

Aug. 29th. Lat.  $51^{\circ}31'$  N. Long. not obtained. 30th Lat  $50^{\circ}53'$  N. Long. not obtained.  
Sept 2nd. Lat.  $50^{\circ}25'$  N. Long.  $159^{\circ}04'$  W. No observations were taken on the 27th. and 28th. of August. also on Aug. 31st. and Sept. 1st.

Saturday, September 9th. 1854. Another week passing we have at length brought us where we can enjoy the sunshine of pleasant weather more in a small degree. some rest. but now however, I have been placed upon these enjoyments by frequent squalls of fog, which (to its credit be it said), is not such a description as all the seasons of the year are accustomed to witness.

The termination of last week we were first in getting over a heavy gale from the S.W. which was said by some to have been about the worst gale we have experienced on the voyage. but as the week went on the blow went out with it. about midnight on the 2nd. ult the wind hauled from S.W. to S. the ship backed with it and at 1 o'clock P.M. at two o'clock Sunday morning, made sail to double reefed topsails and courses, and in the forenoon of the same day, set all drawing sail, and with a light breeze from S.W. steered off E.S.E. The day was clear and pleasant and gave us a little of what we might even expect altogether. In the afternoon the breeze veered at first to S.W. and while it blew from this direction we were steering S.E. by E. At three o'clock P.M. wind again hauled to N.W. and keeping off directly before it we steered S.E. the breeze continued light and the weather pleasant through the night, and was still the same on Monday. in the forenoon of that day the sailors finished repairing the fore topmast standing sail which was immediately after bent and set. In the afternoon, breeze fresh from W. ship steering E.S.E. wind fresh and squally through the night, but bringing in no showers. Tuesday, light breeze from S.W. pleasant weather still continuing, ship steering E.S.E. under all sail. at six o'clock P.M. however we experienced a change of wind, which was somewhat unfavorable. it hauled to S. and as the studding sail was then of no use, it was hauled in and sharp on the wind we still made our course good heading E.S.E. In the night the wind hauled to S.E. and freshened us off. Wednesday fresh breeze from S.E. S.W. and fine weather heading E by W under all drawing sail. On Wednesday night we experienced another change of weather, the wind hauled a point (to S.E. and fog, very light, set in. Thursday forenoon this weather continued and the breeze from the same direction, increased so that it became necessary to take in the light sails and double reef the topsails; ship heading E.N.E. in the afternoon strong breeze from S.E. by E. and foggy weather heading S.E. by E. This wind and weather continued till the 11th. night, and yesterday forenoon hauled to S.E. by S.



from which direction the wind continued to blow freely all the day and night. The weather continuing foggy and the ship, under whole topsails, ... job and ... heading E. by N. This Saturday morning, the wind hauled to S. E. and cleared away the fog, making all sail. We were heading E. N. E. until near noon when the wind hauled to E. S. E. and ... a little which ... in the light sails once more. Since that time we have been heading N. E.; the weather has continued clear and pleasant all day, once more giving evidence that we are gradually approaching a different part of the earth where the weather of the Flantzschatta is seldom witnessed. Having recorded the various changes of wind and weather we now state the ... transactions on board through the ... the scenes which we have witnessed &c. On Sunday nothing unusual transpired. Monday the sailors were busy repairing the studding sails as before remarked, and that night ... of porpoise visited us probably with a welcome to the Pacific war, but if so how cruel, were they repaid; one of the shoal was unfortunate enough to have an iron darted into him, and he, as if in retaliation for this gross abuse of neighborly kindness, was unfortunate enough to not succeed in getting him in our dock. This was a disappointment to all eaters of porpoise balls who sail in the Arab. On Tuesday the sailors again found employment, in breaking out the ... and larder, coffee and other small stores. The cutting falls were also mended and stowed away, after having been up all the season and being required much less than was anticipated when they were rove. On Wednesday another occupation was found for the sailor men, but they are up to all kinds of business; they were thus employed in making scrub broom teeth which is done by stripping small round pieces of white oak, six or eight inches in length, after the manner of a birch broom; three or four of these are together placed in a 'scrub-broom head' and by putting a handle to this the scrub broom is complete. It is a very useful article of domestic furniture on board a ship. They will probably, ere long, be ... brought into general use on board ... as we are again approaching home weather; all the season with the weather has been, as a general thing too chilly, to use them. Several finbacks were seen in the afternoon of the same day. On Thursday Porpoises were again ... but we caught none of them, and yesterday they were once more seen with the same ill success.

Wednesday until to day the sailors had a comparatively idle spell, but to day they have been again busily employed making sennet; a regular warm weather job. A large sulphur bottom was seen this forenoon, but we did not make ... We have been cruising over what is considered to be a comparatively good right ... aling ground for the week past but no right whale has been seen this is perhaps on account of our being too late in the season for a whale that inhabit this locality. The better season however lasts until the month of October and much ... it is said to have been taken up there later in the year than the present time. Perhaps those that we have left up North may yet do well but sooner than ever the ... I feel much better satisfied where we are, and more of our crew, I think



have any desire to exchange places with those we have left behind. The chance for finding better oil is considered good on the whole route which we are going and if we could get a little it would greatly help us too much dependance, however, must not be put in this for we are only just over a great disappointment in this respect.

In one thing, at least, we have bettered our condition. For instead of the almost interminable disagreeable state of the weather in the Straits of the Sea it now begins to assume a more pleasant and favorable aspect and a passage here now common which bids fair to be an agreeable one.

Latitudes and Longitudes obtained this week have placed us in the following situations. 1st. Lat.  $50^{\circ}41'$  Long.  $167^{\circ}38'$  W.; 4th. Lat.  $49^{\circ}18'$  N. Long.  $166^{\circ}49'$  W.

3th. Lat.  $47^{\circ}40'$  N. Long.  $163^{\circ}49'$  W.; 6th. Lat.  $47^{\circ}23'$  N. Long.  $161^{\circ}13'$  W.

7th. Lat.  $47^{\circ}30'$  N. Long. by acct.  $159^{\circ}45'$  W.; 9th. Lat.  $47^{\circ}05'$  N. Long.  $154^{\circ}11'$  W.

10th. Lat.  $46^{\circ}00'$  N. Long.  $150^{\circ}00'$  W.

Saturday, Sept. 16th. 1854. The winds of the week ending to day have been barely sufficient to our advancement and that is all. There has been none to spare as we have been close hauled all the week until yesterday and in all that time were not once favored with a free wind. This was as follows: On Sunday last in the forenoon, we had a fresh breeze from E. S. E. and under whole topsails and courses were hoisted in. N. E., in the afternoon of the day the breeze hauled a point, to the E. by S. and decreased. All drawing sail was set and we were heading N. E. by N. until five o'clock P. M. at which time, packed ship, bearing S. S. E. with a fresh breeze from E. and from that time until the forenoon of yesterday the wind continued to blow from this quarter with little if any variation. It freshened on Sunday night and the light sails were taken in and the fore topsail double reefed. Under this sail we continued, heading S. S. E., until three o'clock on Monday afternoon when the wind increasing the main topsail was set the reefed and the night work was taken in. On Tuesday, for a short time we did have a variation of the wind which hauled S. by E. we were then heading S. by E. but it soon hauled to E. again and the ship came up S. S. E. we were under double reefed topsails and courses until two o'clock on Tuesday afternoon, and then, the wind having increased a little more, the main sail and spanker were taken in, and the main spanker set, a large swell was at the same time running from the S. by E. which bore in opposition to the wind backed up quite a current in the waters. On Wednesday forenoon and was again made to double reef topsails, courses, jib, spanker and on Thursday morning the wind being light we were once more under all trim sail heading as usual to the S. S. E. That night we had very light winds the ship being having steeage was on sometimes, and this was the precursor of a change in the breeze which had blown the longest from one direction, of any that we had before, except for a long time. I really think since leaving the coast of America in this ocean when bound to the Westward, we have had one breeze to continue a long time without a change.



morning however, the change was accomplished by a light breeze springing up from S. E. and under all drawing sail we stood E., in the afternoon this breeze hauled to S. and then for the first time the week, having a free wind we steered off E. by S., a light rain accompanied this change of wind and has continued, with occasional short intervals of clear weather, up to the present time, the wind also got blow light from the same direction and we are steering E. by S. under all drawing sail.

As we are once more advancing into warm weather fast, the employment of the sailors also begins to increase in the same ratio that we advance, and a variety of occupations have kept them pretty busy nearly all the present week or that part of it in which the weather was suitable. The first of these was until Wednesday, but little except the taking in and making sail to suit the breeze transferred on board of us; on Wednesday however, operations commenced by taking in the Main boat, to repair the damages she sustained in the last heavy gale. Thursday the employment consisted in making sunset breaking out provisions &c., yesterday busy making sunset and various sailoring jobs in the rigging, and to day it had been much the same; a main royal was bent and set and this afternoon, while staying the fore top-gallant mast, the head of the fore topmast was slightly sprung, the topmast rigging was also observed to be in a bad condition, the shrouds &c. &c. so as to be unsafe in rough weather and, arriving in port, it is the intention to send down the fore topmast, rigging and all, and send up a new mast and rigging instead. Washing off decks commenced yesterday morning and may be expected to continue for some time - as long as we remain in warm weather.

Several whales have appeared to us this week but none of them were of the right sort, as far as we could ascertain to a certainty: on Monday afternoon one was seen to the windward of us which was supposed to be a right whale, but as the weather was boisterous, the ship being under double reefed topsails at the time, we could not easily get up to him, and therefore kept on in the direction we were previously going. On Thursday a finback played us a visit, and for some time, continued playing around the ship, but a couple of balls from the bomb lance gun at length drove him away; they both entered the whale but did him no particular damage. Yesterday, another finback was seen in the forenoon and in the afternoon several sunfish were observed; these latter are unusual with which we were previously unacquainted and from the slight glimpses obtained in passing them but little could be ascertained respecting them they are, however, said to be eatable. The foregoing is I believe the sum total of the glimpses which we have obtained at the piscatory tribe this week; no blackfish have been seen, but we are yet in rather too high latitude for either these or sperm whales; however as the general state of the weather is every day getting better, and our route lies over a good sperm whale and blackfishing ground we may ere long, reasonably expect to see a "hook fin" or a "square head". The sight would be quite refreshing, and I think all hands feel the necessity of improving any such opportunity as may be offered. It has once more arrived in a region where



polar observations can be obtained daily and from such as have been taken the Latitudes and Longitudes deduced have placed us in the following situation, the time of observation being as usual about three o'clock P.M.

Sept 10th. Lat by Acet.  $48^{\circ}38'$  N. Long. by de.  $152^{\circ}45'$  W. 11th. Lat.  $47^{\circ}46'$  N. Long.  $152^{\circ}30'$  W.

12th Lat.  $46^{\circ}45'$  N. Long.  $153^{\circ}14'$  W. 13th Lat.  $45^{\circ}50'$  N. Long.  $153^{\circ}42'$  W.

14th Lat.  $44^{\circ}50'$  N. Long.  $154^{\circ}04'$  W. 15th Lat.  $44^{\circ}38'$  N. Long.  $153^{\circ}33'$  W.

16th Lat.  $44^{\circ}12'$  N. Long.  $152^{\circ}04'$  W.

Saturday, September 23d. 1854. The winds and weather of the week ending to day have been very favorable to our advancement and have varied as follows. The light breeze from S. which last week left us on, continued, with foggy and rainy weather accompanying until the noon of Sunday last, at which time it hauled to P. P. W. and freshened considerably. much rain also accompanied this change. we were steering E. S. E. on Sunday under all drawing sail, but at night with a strong breeze from S. hauled up E. by S.; squalls of wind and rain were frequent through Sunday night and the freshener of the breeze rendered it necessary to take in the light sails and double reef the topsails. Monday in the forenoon wind increasing and gradually hauling to the Westward; took in the jib, mainsail and spanker, in the afternoon strong breeze from W. N. W. and hazy weather wind moderated considerable; set whole topsails, courses, jib, spanker and main top gallant sail; steering E. S. E. all day. Monday night set all drawing sail. The breeze from W. N. W. continued with us until Wednesday night, accompanied by very pleasant weather and blowing steadily so that all sail was easily carried, we were steering E. S. E. while the breeze lasted. On Wednesday night the breeze began to flag and finally died away calm, light winds from various directions and occasional dead calm continued until Thursday morning, when a light breeze from S. sprang up and taking advantage of this we steered E. by S. under all drawing sail, in the afternoon the breeze freshened so that all the light sails were taken in but the weather still continued pleasant. All drawing sail was again set before the next morning and ever since that time the breeze has continued light from S. the weather has been pleasant, and under all sail we were yesterday steering E. S. E. and to day E. by S.

The employment of the sailors this week commenced on Tuesday by breaking out fresh water from the fore hold, and otherwise having a general break out there and again stowing things off in little better shape. On this day also something occurred which I had long and ardently desired, and related only to myself. I was on this day created a foremast hand by the reluctant consent of the skipper, it was he with that I should still remain a cabin boy, but in this capacity I had served quite long enough, and reminding him that the term for which I contracted to remain had expired, he at length concluded that I should enter upon the duties of a sailor man but desired me to remain aft until our arrival in port when I could move to the fore-castle or still live aft, just as I choose. I am pleased with his



request in this respect and yet lodge in the steerage with the boatsteerers, minister to the desires of the "inner man" in the cabin and stand watches with the sailors or men. But the duties of a cabin boy are no longer mine and heartily glad am I, that such is the case for eleven and a half months have I been tied up there, and although the duties were not onerous, yet they were excessively tedious and irksome the liberties allowed, in some respects were greater than I can for the future expect, but all this dwindles into insignificance when compared with the evident happy life of the sailor and the equality on which we are all placed. I belong in the Larboard or water watch still, having been chosen in this watch when living in the forecabin previous to becoming a cabin boy and having made myself familiar with the duties of a foremast hand, or at least many of them, during the voyage, none of the embarrassment attendant upon a "green horn" is experienced. Therefore from Tuesday Sept 19th 1854. I date my experience as a sailor. On Wednesday the watches were employed breaking out the fore hold between decks and again arranging the various articles in better shape. Thursday busy making new jib pendants and other sailor ironing. Yesterday, employed fitting boats; a new one was taken from off the shore to fit for the 2nd mate. The carpenter has been busy nearly all the week fitting up the old boat, and at four o'clock, this Saturday afternoon, the old and new boats being fitted they were put out on the cranes the new one on the Larboard cranes for the 2nd mate, and the old one on the waist cranes for the 3d. mate. The watch have been otherwise employed to day in making spun yarn the old "stand by", to fall back on when nothing else can be found to keep the sailors busy. No opportunity to use the boats and exercise their crews has occurred this week but fin backs were seen on Monday and on Thursday we were really in luck. a shoal of porpoises visited us, and while performing their antics around the bow, one of their number was unfortunately enough to be fastened to and hauled in on deck without the least consideration for the poor fellows feelings; another one of the same shoal was struck, but he made his escape only to die, by the drawing of the iron. striking these porpoises is the greatest piece of good fortune, in the line of taking oil, that has befallen us for a long time, but every day the chance for matter of greater importance is becoming better and better. Our destined port is Trumbay, a port situated on the coast of Peru, near its Northern boundary in about three degrees of South Latitude. in this warm locality we shall probably find all kinds of tropical fruit, which I think will be heartily relished. and if the place bears any resemblance to Talcahuano none of us will be at a loss for amusement. a number of weeks will probably elapse before we reach this port, as in the low latitudes but little dependence can be placed in the winds. and, the route lying over sperm whale ground, we shall probably cruise along slowly in no great hurry. It is the intention to strike the coast in the Latitude of about 18° N in the neighborhood of the Corros islands, and from there to cruise along to the Southward pretty well off shore, run along in the vicinity of the Gallipagos islands and from



thence to Timber; here is work laid out for the old bark, which will last her six weeks at least, and in this time many a tedious pull for blackfish, in a sultry day, is already anticipated: with what success, may be better determined hereafter, it would do to anticipate bad luck.

The Latitudes and Longitudes of the week ending to day are as follows: observations being taken every day.

Sept. 17th. Lat.  $43^{\circ}49'$  N. Long.  $149^{\circ}48'$  W.; 18th. Lat.  $42^{\circ}56'$  N. Long.  $147^{\circ}40'$  W.

19th. Lat.  $41^{\circ}29'$  N. Long.  $145^{\circ}35'$  W.; 20th. Lat.  $40^{\circ}04'$  N. Long.  $143^{\circ}48'$  W.

21st. Lat.  $39^{\circ}27'$  N. Long.  $142^{\circ}24'$  W.; 22d. Lat.  $38^{\circ}14'$  N. Long.  $139^{\circ}31'$  W.

23d. Lat.  $37^{\circ}17'$  N. Long.  $137^{\circ}38'$  W.

Saturday September 30th 1854. Pleasant weather and light breezes from various directions, though generally favorable, have accompanied us on our journey nearly all of the present week. A light breeze from S. S. W. opened the week with us and continued until Monday morning, with this breeze we were steering E. by S. under all sail, but at the expiration of the time above mentioned, the wind hauling to W. S. W. we steered E. S. E. On Tuesday the wind hauled to W. N. W. but we continued on the same course. Wednesday in the forenoon light breeze from N. which in the afternoon hauled to N. N. W. steered E. by S. all day. Thursday, light breeze from W. ship steering the same course. Yesterday fresh breeze from N. and equally weather which brought in the studding sails. This was the first sail taken in this week, ship steering E. by S. To day, (Saturday), we have had a fresh breeze from N. by E. and cloudy weather in which we have all day been steering E. S. E. under whole topmast, courses, jib, spanker, and top gallant sails.

The watchmen have been busy all the week in the following employments: on Monday, a lower studding sail was bent and set. Early in the morning, the remainder of the day we were busied in fitting a bow boat, backing out lumber and fitting rigging on various parts of the vessel. Tuesday, the employment consisted in fitting rigging, making spun yarn &c. Wednesday occupied in much the same manner. On Thursday a new gang of fore-topmast rigging was cut and since then the sailors have been to work on that, getting it in readiness to send up when we arrive in Timber, and also employed knotting rope yarn for the manufacture of spun yarn, setting up mizzen topmast backstay &c. all this business has kept us very busy and little idle time has been found during the watch on deck.

No whales have been seen this week but porpoises have followed us pretty sharp; the first shoal of the week were seen Sunday the second on Thursday, none were caught out of either of these shoals, but this forenoon they again came round and two were caught. This afternoon once more they appeared and two more of the crowd "lost the number of their men"; this is the greatest streak of luck which we have experienced for a long time: the meat is considered very palatable by nearly all hands and porpoise balls (the only manner in which the meat is cooked) have to suffer. The blubber we saw, and when sufficient is obtained to make it in



object, it is the intention to try it out; one porpoise if shot will make probably two or three gallons of oil of a very excellent quality to burn. On Wednesday a shoal of blackfish was observed bound off quick - so fast that we did not lower for them. This is the first shoal we have seen since we were making the passage to the Arctic and a frequent sight of the animal may now be expected. It is also proof positive that we are getting out of the region of right whales and gales of wind, and more approaching the tropical latitudes; whatever may be our success at the business, we intend to have a few more trials at them as our curiosity respecting their appearance has never yet been fairly satisfied.

On Wednesday morning our vision was also greeted by the welcome sight of a sail. This was the first one seen on the present passage; she was observed to bear back and was to the S.E. of us when first raised, standing in a Northerly direction across our bow. The wind was light at the time and it was five o'clock in the afternoon before we arrived in the neighborhood of each other; at that time she hauled aback and hoisted British colors; she had previously been observed to be a merchantman and was standing under short sail for a vessel of that description. She also had a very forlorn appearance and from her colors we understood that she desired to have communication with us.

We accordingly lowered a boat and a boat's crew of us pulled the captain on board of the stranger who was ascertained to be the Britton of Kirkcaldy, Scotland, six months from Glasgow, bound to San Francisco with a cargo consisting mostly of ale and other liquors. They had been having a long and boisterous passage and the general appearance of the vessel corroborated the statement that they had seen hard times; her bulwarks were entirely gone in many places forward, and everything else was in accordance. The crew forward, were mostly Americans, and told a hard story of ill usage from the skipper for grub and little else &c. There were but two men left in each watch able to perform any duty the remainder all being below with the scurvy and some of them unable to turn over alone looking as though they were about on their last legs. Those that were able to get about were a dirty filthy looking set but for this some allowance might be made. The boys were all very glad to see us and we had quite a jolly time in the fore-castle which they all allowed put them in better spirits than they had before been for a long time. They were about singing some songs and entertained us in the best manner of which they were capable. We there saw a specimen of the bread which they had been fed upon and which, with salt meat constituted the sole diet; the latter being also of the worst description. The bread was of English manufacture and hard as a brick how they ever managed to masticate it I cannot conceive. Several of us brought specimens of it away with us for a curiosity. In consequence of this sort of food being all which they had to eat they informed us that they were not long from Glasgow before the scurvy broke out and had reduced them to their present state: one of the crew had been in a whaler's



our voyage and heartily wished he could now more than ever be an American whaler with us. They were unable to carry any amount of canvas in consequence of not being able to take it in again in case of emergency, studding sails they had not enough hands enough on duty to hoist up. The skipper of the Britton appeared to be a sort of lawning but he and spun our captain a very fine yarn, wished to get some potatoes or other vegetables for his crew, but this was all gammon for had he been very anxious about them he might greatly have bettered their position, although the principal part of the cargo consisted of ale, which would have been an excellent thing for the infected sailors, yet not a drop did he give them; our boat returned home and we again visited the Britton carrying them all the few potatoes we had on board some pickled onions &c. We of the boat's crew took a lot of potatoes, onions, and hard bread, especially for the sailors which was thankfully received by them. All the articles which we carried on board were, ostensibly, for all the afflicted ones but the sailors informed us that they expected to receive none of that lot. The vegetables and bread which we gave them they eat as heartily as they could, one of them remarking as he took up a pickled onion that he intended to "torture his teeth with it." The skipper of the Britton gave us his heart while we were there and had grog served both to his crew and the crew of our boat; the crew of the Britton urged us to drink but we could not at his expense, as, said they "we should see no grog unless you were here." We at last left them, and when we did the crew looked about a hundred per cent. better than when we first went on board there. The skipper of the Britton accompanied us on board, and in consequence of freely imbibing, both he and his companion got a little "muddled"; our skipper showed the stranger all around our boat explained to him the uses of our various whaling appurtenances, and at eleven o'clock in the evening he was taken to his own berth, pretty well smashed our boat returned and we again kept off on our course. The Britton also continued on her way and the next morning was invisible. If this was a fair specimen of an English merchantman, then deliver me from them; for the honor of the nation I trust it is not so, but at any rate give me the "stars and stripes" and liberty to sail under. The impressions which we received were obtained from the foremast hands, and of course among the "after guard" would be considered of little account but I saw nothing improper in their yarns and appearances seemed to corroborate their statements. Since leaving the Britton, we have been left to pursue our way uninterrupted by sail whale or anything of the kind.

The Latitudes and Longitudes obtained this week were the following on the prefixed dates.

Sept. 24th Lat.  $36^{\circ}44' N$  Long.  $135^{\circ}05' W$ , 25th Lat.  $36^{\circ}02' N$  Long.  $123^{\circ}24' W$ .  
 26th Lat.  $35^{\circ}17' N$  Long.  $131^{\circ}43' W$ ; 27th Lat.  $34^{\circ}32' N$  Long.  $130^{\circ}31' W$ .  
 28th Lat.  $34^{\circ}15' N$  Long.  $129^{\circ}36' W$ , 29th Lat.  $33^{\circ}55' N$  Long.  $127^{\circ}36' W$ .  
 30th Lat.  $31^{\circ}44' N$  Long.  $124^{\circ}22' W$ .



Saturday, October 7th. 1854. Light and generally favorable winds accompanied by pleasant weather have been our constant companions for the past week, and there have all the week been opening new scenes to our vision. The week commenced in a rather suspicious manner, as through the night of the 5th. ult. thunder and lightning were frequently heard and seen but this terminated in no unpleasant weather, for Sunday morning broke clear and pleasant as usual; some little rain had fallen through the night, just sufficient to cool and freshen the atmosphere, and at this no one felt disposed to grumble. We had a light breeze from N. on Sunday and were steering E. by S. under all drawing sail. At four o'clock on the afternoon of that day, the old boat which the carpenter has last week employed fitting, being done, she was accordingly put out on the bow cranes and we then became a "four boat bark". The mate as usual, shift lowers from the Starboard cranes the 2nd. mate from the Larboard, 3d. mate from the waist, and the skipper has taken charge of the new boat, appointing the cooper as his boatswain, and with this arrangement something may be expected from the new boat ere long, they have not yet had an opportunity to exercise their skill, but as we may expect to see blackbirds soon, there is no knowing what they may do; at any rate, all their wonderful exploits shall be faithfully recorded as they transpire and due credit given them for all they do. On Sunday night we were steering E. by S. with fresh breeze from N. N. W.; a shoal of porpoises came around and two of them were caught. This was the third shoal that had visited us in two days and out of each shoal we had caught two. On Monday, the breeze was fresh from N. W. and the accompanying weather slightly hazy. We were steering E. by S. under all sail and raised quite a number of porpoises finbacks, one musk digger was observed, and a breach of some animal was seen, but what description of fish was the author of it we did not ascertain. The musk digger had probably come down from the Arctic on the same route which we had taken, and was bound in to the bays of the coast; this being nearly the season in which they come down here to calve. The watches were employed through the day, in fitting the new topsmast rigging. Toward night the studding sails main royal and fore top gallant sail, were taken in the breeze then being fresh from N. W. and continuing so through the night, but it was not on this account that sail was taken in; observations of the day had informed us that we were near land and not desiring to run foul if we stood along under short sail through the night. Early on Tuesday morning all sail was again made, and at six o'clock A. M. Guadalupe Island (the land which we had expected to reach) bore in sight. It then bore S. E. by E. at a distance of about thirty miles; we kept H. S. E. by E. heading directly for Guadalupe with a fresh breeze from N. W. and little water came up to the island and all the afternoon were steering along it some six or eight miles off shore heading S. E. by S. with a fresh breeze from W. N. W. In this time we had a good opportunity of viewing the island. We passed along to the southward of it and seen from this side it appears to be some 35 or forty miles in length rising to a height



of probably 4000 feet above the level of the sea. It has quite a forbidding appearance and looks as though it would easily afford sustenance to human life. but it is said to be uninhabited, except by wild goats and there the island is infested with. At four o'clock in the afternoon the South end of the island bore E. distant six miles. This end of the island terminates in two small singular shaped rocks of considerable height, one of which seen from the Eastward, presents nearly an exact perpendicular. Soon after passing this extremity of the land we kept off E. S. E. Porpoises were seen in the fore noon of this day, and two of their number we caught there with what we had previously caught yielded a barrel of blubber which is yet saved to be boiled out with the first H. fish which we are fortunate enough to catch. The sailors were employed through the day in breaking out water and removing it to trim ship, felling rigging &c. At nine o'clock on Tuesday evening we kept off E. but the wind soon after this left us all together and we lay in a calm until morning when a light breeze sprang up from S. which with cloudy weather continued all day and night Wednesday; we were steering E. under all drawing sail endeavoring if possible to make the coast on that day, but it was found impossible. Several fin backs were seen, and we were employed through the day in making spun yarn and some mats, and the usual never ending job of felling rigging. Through the night ship standing on diff. & tacks under short sail. Thursday commenced with a light breeze from S. E. which lasted until four o'clock in the afternoon, with this breeze we were beating E. N. E. under all sail, but at the expiration of the above mentioned time, the wind hauled to S. W. and we steered E. by S. Watches employed as usual, in felling rigging. That night we continued in an Easterly direction until three o'clock on the morning of Friday, then came to the wind with the main topsail aback to lay until morning, when it was expected we should again see the land again. The night was a very pleasant one and we were relieved from a sense of loneliness by seeing, several miles distant, a ship under short sail, which we then at probably was lying there for the same purpose as ourselves, viz to ascertain her position in relation to the land. It was also supposed that she was a whaler or a merchantman would be very unlikely to be lying under short sail in that locality. The morning of yesterday at length broke and we ascertained our conjectures respecting the ship to be correct. At six o'clock A. M. the island of San Benito was raised, bearing N. E. distant twenty miles. The ship then in sight was soon after observed to lower her boats, and she bearing to the leeward of us we ran off for her and at eight o'clock A. M. came up with and spoke her ascertaining her to be the Gardner of New Bedford, which we had seen previously in the Hawaiian Islands and last parted company with at Crocker's bay. her boats had just then returned from chasing black fish unsuccessfully, and she had taken nothing since we saw her up North. Between two such old friends as Capt. May and our ship few of ours again are immediately struck up, and jamming we stood along S. E. together, with a light breeze from the Westward. At ten o'clock A. M. saw Cerros Is. land to the Eastward some twenty five or thirty miles distant, but even at this distance heavy boaters were quite distinctly visible at the Southern extremity of the island. The gun with the Carolina was kept up until the afternoon when a shoal of H. fish were run, and our 1st, 2nd and 3rd mates, in company with four



boats from the Carolina, lowered and gave them chase. The Carolina's boats had the start of us consequently the best chance, and from this advantage one of her boats had got fast to a blackfish before we were near them. The struck Blackfish was allowed to run in order to give all the other boats a chance, as striking one is said to bring the whole school to generally. But in this instance the saying was hardly verified, unless perhaps it brought them to their wits, at any rate neither our boats, or those of the Carolina got a second dog at them, and seeing the school leaving the 4th. mate of the Carolina, she was fast, hauled ahead and commenced operations on his blackfish, as in the mate's boat were not far from him at the time, and accordingly lay on our oars to see the blackfish die, and certainly, of all the punching that our one poor animal got, the one that this blackfish received was the most shameful, "full fifty times and more" was he lashed and yet the crimson current did not issue from his spout hole, but at last the boat header accomplished what he should have done with the first lance, the blackfish spouted blood a few times, then had quite a flurry and expired: our skipper with a boat crew was on board the Carolina when they hoisted this blackfish in but soon after returned home to the bark Cerros island, San Benito &c. were visible all the afternoon to the E. and N.E. Much kelp, and a number of sunfish were seen through the day, a sunfish being generally discovered in a large bunch of kelp, we lowered a boat for one of these animals in the forenoon but did not catch him. in the afternoon, however, we were more successful, the mate lowered and caught three and we then had an opportunity of examining quite a curiosity. They were all of nearly the same size, and would weigh probably, an hundred pounds each. The build of the animal is somewhat awkward being nearly round or oval, and of perhaps a foot in thickness to three and a half in length. The mouth is placed on one side of the head, destitute of teeth, the skin is very rough, like that of a shark, and the propelling power consists of two fins one on either side, which, when the animal is in the position in which he swims are vertical and when in motion they move as graceful as a duck's legs. The body is composed of a white cartilaginous substance of about four inches in thickness which being thrown hard upon the deck bounces like india rubber. Within this gristly case is the eatable portion which is also white and resembles jelly slightly. The flavor is excellent, and bears much resemblance to lobster in this respect. Out of each fish are obtained about a bucket full of cat the matter, which was universally considered good. Last night, we had a moderate breeze from N.W. and were steering S.E. by S. the Carolina was sight of us also steering in the same direction. All this present day, (Saturday). The breeze has continued fresh from N.W. We have continued on our course uninterrupted nearly all day having steered S.E. by S. the Carolina accompanying us in this direction, at no great distance from us. Cerros island was visible to the N.E. this forenoon and at noon the main land at point called Matanzas bore about E. at a distance of twenty five or thirty miles; the coast of Old California



was also visible all the afternoon at a distance of about thirty miles to the N.E. of us and extending as far as land could be seen to the N.W. and S.E. this coast is not very high land but very uneven and irregular we have not been near enough to any of it yet to distinguish any further peculiarities. Cerros island San Monte etc. are islands of no great extent in height and remarkable, as far as we could see, for nothing except brown and snow craters. sperm whales are said to be found around these islands quite plentifully and it was on this account that we ran in sight of them, but nothing appeared to reward us for our trouble, the last of them was probably seen this forenoon as our course for a time, now lies along the coast to the Southward. This forenoon a humpback and a shoal of blackfish were seen. the former we had no desire to molest and the latter were travelling so fast that it was considered useless to lower. Another shoal of blackfish were seen this afternoon also going so fast that we did not lower for them. As a recompense for our disappointments in this line however an albacore was this afternoon caught, - a fish much relished as an article of food, by all hands. This afternoon, the breeze has freshened a little and at six o'clock P.M. the main and fore top gallant sails were taken in. The present breeze is very favorable to our advancement but we are in no particular hurry and the intention is to cruise about in order to lose no opportunity of bettering our condition. The first anniversary of the birth day of our present voyage has now passed; this happened on Tuesday last October 9th 1854. and we have consequently now commenced another, the 2nd. year of the voyage. The state of the voyage at the termination of the first year is far from being what was expected at its commencement; what would any of us (or at least the "green ones" of our community) have thought, to have been told at the commencement of the voyage that at the expiration of one year our circumstances would be such as they now are? I hardly think the tale would have been credited by any of us and yet it has proved to be an "ever true" one. It was once fondly hoped and really expected that the labors of the past season North, would enable us, by this time, to turn our vessel homeward once more, but all those hopes have been blasted. Those expectations yet far from being realized, and we are now scarcely any better off than when the voyage began. The frolic of the romance of whaling has now about all disappeared, and we are fast approaching the "stern reality". But there is still a bright side to the picture; our condition has not yet become entirely and altogether desperate: there is yet a chance for us and if this is improved we may yet do well. As far as I am capable of judging, no blame can be attached to any one for our ill success so far, we have been unfortunate and yet not alone in our misfortune. There were many others cruising on the same ground with ourselves, equally as unfortunate; the season in the Arctic regions was universally acknowledged to be about the worst of any experienced there since Arctic ships first commenced going there, both on account of the weather and the scarcity of whales, therefore rubbing out all our past labors and their ill effects as well as our own misfortune, with the second year of our voyage trusting that its termination may see us in far better circumstances, and with the best of health.



pointed homeward. Our situations during the past week, according to solar observations have been as follows:

Oct. 1st. Lat.  $30^{\circ}57'$  N. Long.  $123^{\circ}09'$  W.; 2nd. Lat.  $30^{\circ}10'$  N. Long.  $121^{\circ}06'$  W.

3rd. Lat.  $28^{\circ}54'$  N. Long.  $119^{\circ}38'$  W.; 4th. Lat.  $28^{\circ}24'$  N. Long.  $116^{\circ}40'$  W.

5th. Lat.  $28^{\circ}16'$  N. Long.  $116^{\circ}33'$  W.; 6th. Lat.  $28^{\circ}05'$  N. Long. not obtained.

7th. Lat.  $27^{\circ}14'$  N. Long. not obtained. The two

first of these longitudes are probably incorrect as is also the third, for on the 3rd. of the month, when in sight of Guadaloupe island, our Long. as laid down on the chart was  $118^{\circ}07'$  W. varying  $1^{\circ}31'$  E. from our situation by the chronometer.

Saturday, October 14th. 1854. Fresh breezes

have accompanied us all of this week, and have blown altogether from N. W. successively varying a point either way. These breezes, have of course, been extremely favorable to our advancement, and we now find ourselves within the tropics and well to the Southward. The termination of last week, left us bound off to the Southeastward in company with the Carolina. We ran in that direction only until nine o'clock on the evening of Saturday last, then came to the wind with the main yard aback and lay in this position the remainder of the night; the Carolina also went through the same performance, and lay aback all night a short distance to the Eastward of us. At six o'clock on Sunday morning we kept off S. E. setting the main top gallant sail at the same time, the breeze pretty fresh. After clearing S. E. a short time, we hauled up E. S. E. and steered this course the remainder of the day. The breeze continued strong through the day, and at seven o'clock in the afternoon had increased so that it became necessary to take in the main top gallant sail again. We were out of sight of all land on Sunday, and the Carolina, too, deserted us on that day; she was in sight to the Eastward of us in the forenoon, steering in the same direction as ourselves, but owing to her superior sailing qualities, she soon left us far astern. I believe it was the intention of the two skippers to cruise along in company, both being bound to the same port, but nothing has been seen of the Carolina since Sunday, unless perhaps a vessel seen on Thursday night have been her. The separation I think was much better for us than her company, as under the present circumstances if sperm whales are seen, we shall have the chance all to ourselves. A shoal of blackfish were seen on Sunday forenoon, bound rapidly off to windward and in consequence of the speed they had on we did not lower for them. Sunday night we were steering S. E. by S. under whole top sails and courses, but at six o'clock Monday morning again made sail steering the same course. At four o'clock in the afternoon the main land coast of lower California was raised at a point called Pt. San Lazaro; it then bore N. E. at a distance of forty miles and was land of medium height; it is a point which projects out at some distance from the main and in consequence of this no other portion of the coast was visible. That night we were steering S. E. by S. under whole



topsails and courses the breeze blowing fresh, but in the morning on Tuesday again set the main top gallant sail course the same as through the preceding night & the forenoon our progress was interrupted and considerably retarded by runs, whales to the windward, we immediately luffed to, made all sail, and stood up to the whales which were ascertained to be Finbacks and muscle diggers, and as we wanted nothing of them, again kept off on our course. fresh breeze blew, to the night, ship under whole topsails, courses, and main top gallant sail. Wednesday, steering S. by E. under all drawing sail. At eleven o'clock in the forenoon a shoal of blackfish was discovered close to the ship and three boats were lowered for them they however had got pretty well stirred up by the ship before we lowered, and after chasing them about unsuccessfully for an hour we at noon returned on board. At nine o'clock in the evening took in sail to whole topsails and came to the wind on the starboard tack, with the reef yards aback. This performance I believe was in consequence of some small rock or island being somewhere in the neighborhood and as our situation was not known to a certainty, it was considered improper to run all night; at one o'clock we were ship heading N. N. E. and at half past four on Thursday morning braced forward and kept off on our course, S. E. by S. making all sail and having looked in vain for any indications of land. In the afternoon of Thursday the breeze was light and we were steering S. by E. A ship (before referred to) was in sight of us all day steering S. E. from her actions she was evidently a whaler, but it could hardly have been the *Br. diana* for at that time she must have been some distance in advance of us, unless interrupted by the sight of whales. Thursday evening at seven o'clock, took in the studding sails and main royal, and hauled on the wind, heading S. E. by N. The stranger in sight of us did the same, and we were both standing on the wind until five o'clock yesterday morning when both of us kept off S. E. and made all sail. All day yesterday we continued steering in the same direction with a fresh breeze; the strange ship of the preceding day was in sight to the southward of us, steering in the same direction with ourselves. Last night and this forenoon the course was S. E. by S. but this afternoon the course was changed to S. S. E. and under all drawing sail we were steering in the direction until seven o'clock this evening when the studding sails were taken in and the whole was set on the lookout for some uncertain small island or rock which is thought to be not far distant. The skipper made quite a time amongst the sailor men this afternoon, in consequence, as he said of their changing the ship's course, from which cause we have got into the present difficulty of looking out for the rock said to be not far distant. The ship's course was changed to day, sure enough, but not without the skipper's orders; this however he had probably forgotten, hence the grounding. A ship was in sight to the southward of us this forenoon which was probably the same one that has been seen for the two preceding days, but she got out of our sight before night, and so we are once more left to pursue our journey unaccompanied. The sailor men of both vessels have been so much busily employed the week. Their occupations have consisted of little more than the usual amount of breaking out for water and provision of



all sorts, and the usual endlers job of fitting the ships rigging has been on hand all the week. A lower studding sail, or "mutton leg" has been manufactured by the skipper by cutting the old one, which was square, in two, diagonally the half being triangular and much lighter and handier than the old square one. By the present arrangement the long swinging boom of the lower studding sail is also dispensed with. On Tuesday and Wednesday both watches were employed rattling down the lower rigging, one watch forward, the other at the main. The main topsail was also unhoisted on Tuesday and another bent in the place of it.

The weather has continued very fine and pleasant all the week with the exception of Thursday when the sky was slightly overcast, but this amounted to nothing disagreeable, merely relieving us of the heat of the sun for a time. With such excellent weather it is a pity that we can see no whales. Blackfish, too, are again deserting us; for a time at the end of last week, and the commencement of this, they were quite plenty but were all going so fast that we stood no sight at all: probably we shall strike in amongst them again before long under more favorable circumstances. The present breeze from the N.W. lasts remarkably well. But it cannot be expected to continue much longer, then with the ensuing light wind and calms we intend to make our haul amongst the poor blackfish.

Latitudes and Longitudes of the present week are as follows.

Oct. 8th. Lat.  $25^{\circ}50'N$ . Long.  $114^{\circ}30'W$ .; 9th. Lat.  $24^{\circ}15'N$ . Long.  $112^{\circ}41'W$ .

10th. Lat.  $22^{\circ}28'N$ . Long.  $111^{\circ}47'W$ .; 11th. Lat.  $20^{\circ}29'N$ . Long.  $111^{\circ}01'W$ .

12th. Lat.  $18^{\circ}26'N$ . Long.  $110^{\circ}31'W$ .; 13th. Lat.  $18^{\circ}38'N$ . Long.  $110^{\circ}01'W$ .

14th. Lat.  $17^{\circ}08'N$ . Long.  $109^{\circ}11'W$ .

Saturday, October 21st. 1854. At last we have arrived in just such a locality as we had all along been anticipating. The old breeze have lately been favoring us most decidedly. A fresh breeze from N.W. was pushing us along to Southeastward quite rapidly, at the termination of last week; this breeze accompanied us no longer than until Monday forenoon; on the evening of Saturday last we were also busy on the lookout for some unknown rock, and, seeing E. by P. we continued looking out for it all night without, however observing anything that resembled rocks, reefs or land. In partial payment for our trouble on that night, we caught a couple of porpoises from a shoal which visited us probably unaware of our hostile intentions toward all its porpoise fraternity. On Sunday morning, made all sail and steered E. by E. but in the afternoon kept off P. by E. a finback was seen in the forenoon but he did not keep us company long. More porpoises were also seen on Sunday night. Monday, in the forenoon, we were steering P. by E. when as before stated the breeze from N.W. left us; it however hauled only a couple of points, to N.N.W. and continued to blow lightly from thence till the remainder of that day, and thence to the night; during that time we were steering P. by E. under all drawing sail. On Tuesday forenoon the Bone Boat performed



her first exploit by lowering and returning to the ship on a very short time with complete success, having caught a turtle of the loggerhead species which would weigh, probably fifteen or twenty pounds. To give the Bow boat no more credit for this exploit than she really deserves, it would be well to state that the turtle for which they lowered was fast asleep at the time of her capture. They frequently lay in this state floating upon the surface of the water, and this one was approached and taken without any trouble. The flesh of this species of turtle is considered not quite as good eating as that of the green turtle, but it is far from lasting bad. On Tuesday night we began to experience a slight touch of the " doldrums "; calms and very light winds commenced; on the afternoon of Tuesday we had been having a light breeze from N. N. E. and consequently what light air we had from that direction blew through the night. We were steering S. E. by E under all sail, whenever the ship had steering way on. Wednesday, calms and an occasional puff of air from all directions continued until three o'clock in the afternoon, at which time a light breeze sprang up from E. S. E. and we stood S. This breeze lasted no longer than it lasted to S. W. again making a fair wind for us and whilst the ship was steered S. E. A large shoal of cowfish was observed in the forenoon breaching frequently off in a southeasterly direction. Wednesday night a light breeze from N. accompanied us, and this on Thursday, had hauled to N. E. from whence it continued to blow a fine fresh breeze all that day; an occurrence then happened which served to disturb the monotony of the scene, but it was sufficient to see any one with the virtues of a saint, after what we had previously experienced. At nine o'clock on Thursday forenoon the cry of there she blows resounded from the mast head, and immediately attracted the attention of all hands, we listened. The cry was again repeated, and after about the same space of time, "there she blows" was a third time heard, and the repetition of the cry at regular intervals, for quite a number of times, pronounced the whale to be open without doubt. We were steering S. E. at the time the whale was raised; he was discovered off the lee quarter first and the ship was immediately put about and hauled back, and there we lay watching the whale, he at last went down and stopped over an hour before again appearing. In this time the boats were all made ready, and we went down in pursuit. The 1st, 2nd and 3rd mates lowered and setting sail we all three stood off to the leeward the whale had been observed to be going slowly before we lowered, and a short time after we got down, he again came up still slowly going to the leeward. But the boats not all arrived in time, the 1st and 3rd mates were far out of the way, but in our boat two men had made a very good observation. As the whale came up only few steps length to the windward of us, and but our boat directly "on his eye" as the fishermen say, meaning by this that we were in such a position that the boat motion made by us would be seen by the whale. It would not do to start for him under these circumstances and accordingly lay still until he had got past us. Then, hauling aft the sheet started for him. He was then in such a position that we could scarcely miss getting on to him and a few seconds took us up alongside of him nearly to the point hole below the water, and the impending danger until he was out of sight, we could scarcely tell.



the head of the boat striking his side, and a second after, long before he could recover from his astonishment a couple of iron had been driven into his back their whole length: nearly all the boat's crew saw the iron enter the whale and stand up-right in him, and seeing this we had already felt certain that he was to be our fish but alas! the devil, our attendant angel, was there as usual, and soon dispelled the illusion. The whale upon being struck felt so "taken aback" that he hardly knew enough to kick, but merely made several desperate rolls and plunges and went down scarcely a dozen fathoms of line, however, had run out before it slacked up and we found to our astonishment and chagrin that we were loose. Both irons were then quickly hauled into the boat when it was ascertained that the first, a leggit iron had not leggit and the 2nd, a two flued iron, it was supposed the whale had kicked out as scarcely any strain had come on the line. we however made ready again in case he should come near us again, which he soon did, being very badly frightened, we pulled ahead and again an iron was put into him solid which almost immediately came out the 3rd time, this was the "unkindest cut of all": to be twice fast solid to the same whale and draw both times in less than fifteen minutes, what luck! once more, for the third time we tried to get on to the whale, but this time it was of no use, the whale had just begun to understand that something was up which might possibly do him damage and had accordingly got under way and stood off to the leeward, going at a pretty rapid rate, and as the captain seemed indisposed to follow him with the ship, we started on board. The other two boats that were down were not near us while we were striking and drawing, but came up soon after and were somewhat surprised to think that we had been fast twice. There was something very singular about our drawing from this whale and the only supposition to account for it, was the blubber of the whale was so fat as to be too soft for an iron to remain in it. The whale was a large one - said by all in the boat to be the largest they ever saw, and judged to yield over 1500 lbs. at the least calculation. He was a glorious sight to us poor devils, after being so long without bettering our circumstances or even half a sight to lose, but he left us as poor as when we first raised him. I think that by following him up for a while with the ship, we might have got another chance at him but the skipper appeared to think different or at least acted as though he did for as soon as the boats arrived on board we again kept off on our course (S.E.), under all drawing sail: it was two o'clock in the afternoon when we arrived on board and there were four huns more thrown away in the boats but this was of small consideration in comparison with the loss of the whale.

Toward night on Thursday the breeze began to freshen and at seven o'clock P.M. the light sails were taken in: at nine o'clock double reefed the topsails and hauled jib and mainsail. At ten o'clock the wind hauled to N.E. and moderated a little but no sail was made at that time. This wind was again directly ahead of us and we were accordingly close hauled the remainder of the night, heading S.S.W. Friday morning the wind had



hauled to S. by E. and was still blowing quite fresh. We however were ship and made  
 sail standing to the E. in the afternoon the breeze was moderate from S. by E. and  
 we were heading E. by S. At night another freak of the old drums' approach, the breeze  
 left us and all night we lay in a calm. This (Saturday) forenoon the wind was  
 light and variable, ship working to the Eastward as much as possible. This afternoon,  
 however we were beset with quite a little breeze from N. and under all sail stood  
 E. by S. At seven o'clock this evening the wind hauled to N. E. and began to increase.  
 The light sails have been taken in, and the double reef put in both topsails; the weather  
 is beginning to assume an unpleasant aspect and the night looks fair to be  
 somewhat disagreeable. Light rain fell this forenoon, and this is the only excep-  
 tion to pleasant weather, which we have had the whole week; in fact the weather  
 has been almost too pleasant sometimes in the late calms. Old Sol poured down  
 his rays upon the unprotected heads of the watch on deck most ferociously, on this  
 account the fall of rain to day was most welcome, and the present aspect of the  
 weather, if it turns out as it now gives evidence of doing, is the herald of something  
 which will again cool the atmosphere for us most effectually. The sailors have  
 as usual, been full of business this week and the employment has been as follow-  
 ing. Fitting rigging has of course occupied the principal attention all the week, but  
 besides this they were on Monday and Tuesday busy fitting blocks and on Tuesday  
 the main spencer gaff was sent down and the carpenter commenced manufacturing  
 a new one. Wednesday broke out water &c. Thursday busy whaling and for the last  
 two days, in favorable weather, working in the rigging altogether. This last occupa-  
 tion in particular a little consists of setting up shrouds, fore and aft stays back  
 stays, pulling on a rattine here and there or perhaps a seizing fitting lifts, foot  
 ropes and various other portions of both running and standing rigging, too nu-  
 merous to be here mentioned, and some how or other, there always seems to be some-  
 thing in this line, and in the way; for notwithstanding the sailors are continually en-  
 ployed in setting up, repairing, or making new, yet the job seems to be just as far from  
 being finished as it was at its commencement; but something must be found  
 to keep the sailors busy and it might as well be this as anything else, so reason  
 those in authority I suppose. It is somewhat singular that we still continue to  
 cruise along in these low latitudes without occasionally raising a shoal of black  
 fish; we were accustomed to see enough of them when within the tropics before  
 and during that time also got somewhat accustomed to going down and cha-  
 sing them, but this appears to be all done with new; an occasional chase would  
 serve to interest us and pass away the time better raising some liberty money for  
 us. Turnkey, without which it will of course be difficult getting along. Since  
 our late misfortune respecting the sperm whale it would be almost proportionous  
 to suppose that there is any luck in store for us as far as catching whales is concern-  
 ed, but if we could only get hooked to some few little black fish, revenge might be  
 taken on him for all our whaling misfortunes. But if we do not get a chance  
 at one before reaching Summer it will be very strange we may, perhaps, get



see too much of them as once already during the voyage the sight of them was an exercise. The light weather of the week past has assisted us along but slowly on our course and for some days yet there is no hope of bettering ourselves in this respect. The following Latitudes and Longitudes show the progress which has lately been made.

Oct. 15<sup>th</sup>. Lat.  $16^{\circ}10'N$ . Long.  $107^{\circ}32'W$ ; 16<sup>th</sup>. Lat.  $15^{\circ}N$ . Long.  $106^{\circ}27'W$ .  
 17<sup>th</sup>. Lat.  $14^{\circ}16'N$ . Long.  $105^{\circ}41'W$ ; 18<sup>th</sup>. Lat.  $13^{\circ}45'N$ . Long.  $105^{\circ}26'W$ .  
 19<sup>th</sup>. Lat.  $12^{\circ}55'N$ . Long.  $105^{\circ}04'W$ ; 20<sup>th</sup>. Lat.  $12^{\circ}06'N$ . Long.  $104^{\circ}41'W$ .  
 21<sup>st</sup>. Lat.  $11^{\circ}36'N$ . Long.  $103^{\circ}55'W$ .

Saturday, October 28<sup>th</sup>. 1854. Finds us still in the doldrums and slowly advancing through the low latitudes in light winds and pleasant weather. At the last entry we were anticipating a disagreeable night and in this respect we were not disappointed. The wind was from N.E. and blew fresh in squalls but under double reefed topsails, we got through the night safely steering E.S.E. On the following morning the wind hauled to the S.W. and moderated; setting whole topsail and main top gallant sail we steered off E by S. On Sunday afternoon the weather was again squally and rainy; at four o'clock P.M. the main top gallant was taken in, and the fore topsail double reefed. The wind about the same time commenced hauling to the Southward; from which direction it continued to blow strong in squalls and was accompanied by copious showers of rain. The main topsail was double reefed, jib-ported and we steered E by S. all night. Two whales were caught from a boat which visited us the same night. These animals are a little larger than porpoises and differ from them chiefly in the shape of the head which is not quite so pointed as that of a porpoise. On Monday the breeze continued fresh from S. all day. The forenoon was somewhat rainy but this all cleared away and in the afternoon we had pleasant weather: whole topsails, jib, and main top gallant sail were set in the morning. Ship steering E. by S. & S. All night the weather again set in squally and rainy, on a small scale and so continued all night. Tuesday, we had a calm which was with us from the morning until four o'clock in the afternoon, at which time a light breeze sprang up from the Southward and we steered E. by S. & S. under all standing sail. At seven o'clock in the forenoon of this day a large school of fish was raised which was composed of both blackfish and cowfish. Three boats were lowered and started in pursuit but after sharing an hour and a half we again came on board without a blackfish; we have however worried them pretty sharp and several had been started it but in consequence of having long dark throats had merely picked them up, this was some little satisfaction. Tuesday night, the wind hauled to E.N.E. still blowing fresh with this breeze the ship was heading S. Wednesday light breeze from S. by S. in the forenoon and from E. by S. in the afternoon, ship close hauled. Heading in the forenoon E. by N. afternoon S. by E. under all standing sail. All night the breeze



very light mostly from E. by N. ship heading S. E. by E. Thursday. calm or nearly so all day sometimes the ship would barely have steering way on in a light breeze from the Eastward and on these occasions we were heading to the Southward. Through the night a light breeze from E. prevailed and the bark was heading S. E. by E. but as the morning broke, the breeze failed us, and all day yesterday the bark lay in a dead calm; the day was excessively warm and just such an one as it might be expected we should have a shoal of blackfish on. at any rate such an expectation was harbored at about half past eleven o'clock in the forenoon a shoal was discovered and being very "fishy" four boats were immediately lowered before dinner was devoured. We were not long down before the 2nd mate was fortunate enough to get fast to a blackfish solid. This brought the whole shoal to and they all huddled around the "fast" one; the 2nd mate, as usual in such cases, allowed him to run, and it was not long after the first boat had struck before the skipper had got up to run with the Bow Boat and the 3rd mate struck blackfish. This was going very well but it was immediately after bettered as our boat got in among them and the 2nd mate a moment later was fast to blackfish. All this time no attempt was being made to kill the fishes as this would have driven the remainder of the shoal away. But letting them run a few minutes longer the 3rd mate got fast to a fourth blackfish and as all the boats were then fast all that remained to be done was for each to kill their own fish and take him to the ship. Operations were accordingly commenced; the mate succeeded in "turning up" the one to which we were fast first, and as many there were more to the boat he also amused himself by lancing some of them; this however did no good to any one, as when killed they invariably sink and the loose fish that were lanced, in consequence of this we did not get. After the one to which we first got fast was but an iron bow bent on to the right of the line and darted into another smaller one: this little fellow could not then get along very fast as he was both the boat and the best fish (which was a large one), being off his own line. The mate however soon succeeded in getting a lance into his vitals which he set humming, in his flurry, but the exertions which he made to conquer death drew the iron and the fish a moment after died and sank. But we still had the large one left and by this time the skipper 2nd mate & 3rd mate had each got their fish dead: each boat then hooked on separately and we all started for the ship, now commenced the disagreeable part of the business. It was very fine to be casted about after a live blackfish but when we came to get him out and had to tow him about, that too, in a dead calm and with the burning rays of a tropical sun pouring down upon us in our unprotected position, it was far from being a pleasant task. But we continued to pull for the ship and those of the blackfish that remained alive, seemed disposed to follow the fortunes of their dead brethren, as for some time they followed in a short distance astern of us, but before reaching the bark they altered their course and stood off. At three o'clock in the afternoon the boats had arrived alongside the bark, and we commenced hauling them in. The first which the 2nd and 3rd mate had captured, were first hauled in with a three fourth purchase tackle, hooking on to a strap placed around the gill bar of the fish. The one which the mate got and which also had the honor of being fast to, was next hooked



on so, but the strap around his flukes parted before we got him clear of the water, and down he went with a splash and had it not been for a line, which was fast to him we should have lost the biggest one of the lot, but by this line he was again hauled up, and as the purchase by which the two first had been hoisted in, was considered unsecure, the cutting fall was rove and the remaining two hoisted in by it, and therefore at last we had really caught a blackfish, not only one but four of them, and got them all safely landed on deck. This I believe was the seventeenth time we had lowered for blackfish, thirteen times before going North and four times since returning. But it is the first and only time that we have succeeded in bringing any to the ship: but at last curiosity respecting the animal is satisfied and we all have an idea how they look; in form and appearance they bear a great resemblance to a sperm whale with the exception of a few parts: the head is square, and the proportion of the various parts is about the same as those of a sperm whale, but they differ from him in having a fin up in the back, which on a large one turns, in a curve backward, and hence they are sometimes called back-fins. With four of them in our dock, whole, and one of these an extraordinary large one, we were pretty well lumbered up. Of their weight I have no definite idea, but I should think that the smallest of those which we got yesterday would weigh no less than two tons: perhaps more. As soon as we had them all on deck yesterday the operation of taking the blubber from the carcass was commenced, and was easily performed by cutting it in strips and hauling it off by hand: the blubber on an average I should say was about an inch and a half in thickness, not counting the head or "hump" which the same as on a sperm whale, is a solid mass of blubber extending from the spout hole forward to the depth of the bones: the "hump" of the largest blackfish was, I should think twenty inches in thickness. The "skinning" of the blackfish continued through last night, watches being stood the same as usual. A dead calm also prevailed, and at about one o'clock this (Saturday) morning we were somewhat surprised by finding the bark surrounded by a shoal of blackfish, that had probably been attracted by the oily substance floating around us caused by the fish which we had on deck, or perhaps they had come to bewail the untimely fate of their former companions: whatever was the cause their appearance there drew an immense multitude, ahead, astern and abeam, in all directions they were visible, close alongside and passing under the masting frequently: cut on the masting the iron went with an iron which was bent to a point of rigging with the intention of striking one: an opportunity was not long wanting. One of them rose at once water directly under the masting and the iron was in a twinkling buried its whole length in the back of one of them: he struggled considerably and endeavored to go off and clear us, in attempting this he milled the ship off several points but the iron was into him solid and held him fast until a second iron was obtained and a loudline bent to it this iron was then put into the fish and by it he was hauled along in the waist where from the effects of the iron he soon went in his agony: then the water flew and as he was close



alongside, he continued to thrash the ship's side with his flukes, until the throes of the death struggle were over, then quietly settled down alongside; all hands were called and we hoisted him in on deck with the other four. He was somewhat smaller than any of those caught yesterday, and judged to yield about one and a half barrels of oil; a big fish to catch from the martingale, by the time we got this fellow in on deck the remainder of the shoal had made themselves invisible to us and since then nothing has been seen of them. To day, the watches have been busily employed in mincing the blubber of the five blackfish, and have now got it about ready for boiling, but this operation will not probably be commenced until Monday morning. The calm of yesterday and last night continued with us this forenoon but in the afternoon a light breeze sprang up from the Southward, with which we are at present standing close hauled to the Eastward, under all drawing sail.

A shoal of porpoises were observed this afternoon, and the 3d mate lowered his boat for a long head with which he brought on board alive. He is yet supposed to live, and allowed to travel about the deck with the remainder of the live stock, viz. hogs and dogs. The sailors this week, previous to our late exploits in the black-fishing line, were as usual kept pretty busy. The everlasting job of fitting rigging was much in vogue, and served to keep those busy that would otherwise have been out of employment. On Tuesday and Wednesday, fitting blocks, manufacturing mats, spinnakers, occupied some attention and on Tuesday the new main spencer gaff being completed was also sent up. On Thursday it was the forenoon watch below at the Starboard watch but they were a late start immediately after breakfast and with one or two exceptions set to work with hammers, drivers, scrapers &c. working the anchors and iron work about the ship. This was at first considered mysterious by some but it was soon after generally understood that the skipper had visited the deck on the preceding night while the Starboard watch were on deck, and, with the exception of the man at the wheel and one other, found them all reposing in a state of sweet tranquillity in the arms of Morpheus. One of them below, he said nothing at the time but in the morning they were called on deck and set to work as before directed. In the opinion of the skipper this instance was an exception to the general rule, it only shows his total ignorance of the peculiarities of the sailor men of the Bark Arab, for one of the principal ones is their covering a situation for the look in warm weather. The Starboard watch were the same day employed hauling out fresh water from the pump, for butchery, and storing down salt water in its place. The remainder of the week we have been busy with the blackfish and had no time for breaking out or swimming.

The weather of this week, since the first day, has been very pleasant, and all squalls and rain have been dispensed with since last Tuesday night; Previous to this, heat lightning was very prevalent nights.

We have lately been getting along but very slowly in consequence of the frequent calms and light weather, and this will probably continue for some time longer but we go surely, if slowly and what we want is but little danger of being again driven back. However, having at length broke the chain which has so long



us, the time may now pass away more pleasantly and less monotonously; the scene may perhaps occasionally changed in a similar manner to which it was yesterday and it is even possible, that we may be fortunate enough to catch a small sperm whale, for this would hardly be more strange than the fact that we have caught five blackfish. Let luck come as it may, we will ere long be once again in port where we can once more enjoy ourselves; the cruise is being lengthened out to a considerable extent, but as all things have an end, so we shall bye and bye bring up somewhere in the course of three or four weeks.

The Latitudes and Longitudes which have been obtained the present week, were, on the prefixed dates, as follows:

Oct. 22d. Lat.  $10^{\circ}55'$  N. Long. not obtained; 23d. Lat.  $10^{\circ}23'$  N. Long.  $100^{\circ}28'$  W.  
 24th. Lat.  $9^{\circ}58'$  N. Long.  $99^{\circ}36'$  W.; 25th. Lat.  $10^{\circ}04'$  N. Long.  $99^{\circ}11'$  W.  
 26th. Lat.  $7^{\circ}22'$  N. Long.  $98^{\circ}57'$  W.; 28th. Lat.  $8^{\circ}49'$  N. Long.  $98^{\circ}44'$  W.

No observations were obtained on the 27th. ult.

Saturday November 4th. 1854. Our progress for the week ending to day has been considerable, considering the state of the breezes generally. As usual we have had much light and pleasant weather and the state of the wind has been as follows: at the last entry it was blowing gently from the Southward. This breeze on Saturday night last, hauled to W. S. W. and was accompanied by a light fall of rain. The breeze however was fair, and under all sail we steered E. S. E. Sunday the breeze was light from S. W. through the day and accompanied in the forenoon by much rain, but in the afternoon the weather once more became fine. At night the wind hauled to W. but the course (E. S. E.) still continued the same. The ship under full sail all the while. On Monday in the forenoon we were favoured with the first calm of the week, but a light fair from S. W. prevailed in the afternoon with which we were steering E. S. E. through the night the wind was light from S. and the weather very rainy, with this breeze we barely made our course, E. S. E. good. Tuesday another calm with pleasant weather continued with us all day, but through the night we had a fresh breeze from W. and once again steered off E. S. E. under all drawing sail. Wednesday, in the forenoon, again calm in the afternoon a very light breeze from the Southward, with which we were standing on the Larboard tack to the Eastward. That night the wind hauled to S. S. W. and blew a fine little breeze, steered to the E. S. E. with all sail set. Thursday wind very light from S. and interrupted with occasional calms; ship working slowly to the Eastward. Yesterday the wind was quite fresh from S. through the day but last night was blowing from S. W. from here however it this morning again hauled to S. from whence it continued to blow all the forenoon, then again hauled to S. W. from which direction it still continues to blow quite fresh; for the last two days we have been steering E. S. E. and the freshness of the breeze has assisted us along remarkably well. All drawing sail has been carried until this afternoon when from a slight increase



of and the fore top gallant sail was taken in. The weather ever since the rain of Monday night has continued very pleasant, and no signs of a change have yet appeared.

Our occupation this week has consisted mostly in taking care of blackfish the having been added to the five that were caught last week, and as these five were still on hand at the commencement of the week, the whole crew have kept us pretty busy. No whales of any species have been visible to us for a long time: but the smaller description of the marine class mammalia have been very plenty. Porpoises were seen on the night of Saturday last and the next day (Sunday) a large shoal, composed of blackfish and congerfish promiscuously intermingled, were raised. The 1st, 2nd and 3d. mates lowered, started in pursuit, and after a short chase the 3d. mate got fast to one, but almost immediately the fish drew, and after chasing the shoal a short time longer unsuccessfully the boat returned on board at one o'clock in the afternoon. To make for Sunday blackfishing, I think it is hardly proper to lower for them on Sunday: at best some labor would be saved and but little loss sustained by any one, if they were allowed to pass unmolested on the sabbath. On Monday morning the try works were once more set in operation and the boiling of the blackfish blubber obtained last week commenced. At six o'clock in the afternoon it was finished boiling, and by intermixing seal oil, whale oil, cod liver oil and muske deer oil, half of which was obtained (up with) together with what oil was yielded by the blubber of porpoises caught. When reduced down, the mixture, which then consisted of no less than six different kinds of oil, filled 14 barrels. This was much less than was expected, for the large blackfish which the mate captured, it was thought would yield between three and four barrels but the whole five probably did not exceed ten barrels, as there was about four barrels of the other five kinds. On Monday forenoon the fore spence, gaff and sail was sent down and stowed away as useless. A main topmast staysail was also sent down and the same forenoon we observed a shoal of porpoises a shoal of porpoises were seen in the afternoon and the spanker together with the gaff and boom were all sent down: the spanker gaff being considered worthless the carpenter commenced manufacturing a new one. Tuesday stowed down the fourteen barrels of oil in the blubber room, and at half past eleven o'clock raised. Sunday. Blackfish and congerfish, lowered the whole four boats. The day being calm, and the time as here more more destined to be successful: before the boats were long down the 3d. mate (who was late in luck blackfishing) succeeded in getting fast to a very large one. The boat however mistook it for a small one, started off at a rapid rate so that the other boats could not get up to them. But the 3d. mate started in upon a second one, the man being, the downy punch of a black bird. He shot at it, and with this he could not in any way, as it seemed to keep on from stopping down any length of time and it appeared as a considerable drive to his boat. The 1st mate with the bow boat started off in pursuit of the second one, and for a long time chased him about without being able to catch him, as whenever the boat approached very near the fish he would go down, but his perseverance, although he was so near, was rewarded in a short time so that at last he could not get the buoy beneath the surface of water; then it was that the bow boat (he it said to the honor of her crew) pounced upon him and at



about three o'clock in the afternoon, our valiant captain succeeded in dealing him his death wound which was not long in turning him up. Mr. 3d. mate had also accomplished the death of the fish to which he was fast, by this time, and the boats then hooked on and commenced towing, the captain and 2nd mate taking one, the mate and the 3d. mate, the other. The mate and second mate both having been unsuccessful. However to repay us in the mate's boat for our trouble, he raised a dottle and casting adrift from the 3d. mate's boat started off and struck him, hauled him into the boat and went on board, the black fish then being nearly alongside. This turtle was, the same as the others we have caught, of the logger head species and none other have yet been seen. They all appear to be of about the same size, weighing perhaps about twenty pounds. At four o'clock in the afternoon the boats were alongside with the two black fish. The cutting fall was rove, and we hoisted them in on deck, both of these fish are considered as being captured by the 3d. mate, as the whalers' commercial rule is that whatever boat first gets fast to a fish, if the one remains in him until another boat strikes, the fish is considered to have been taken by that first boat. This is even carried to such an extent that if a ship's boat strikes a whale with another ship's crew in him and saves him, the whale, if discovered from this last ship before he is "cut in", is by her claimed. On Tuesday night the watches were busied in stripping the jackets from the black fish caught that day, which was all accomplished before morning, and on Wednesday it was freed from the lean flesh and minced. A shoal of porpoises were seen on Wednesday forenoon, and being uncertain what they were the captain and mate lowered and went to them the day being calm, so that the ship could not get to them, but finding them to be porpoises we returned to the ship without doing them any injury. Thursday morning commenced boiling out the black fish blubber, and at 1 o'clock in the forenoon had finished; there was made out for four barrels of oil which was put in the blubber room with the other to be in readiness for sale when we arrive in Timor. This will perhaps procure us a little liberty money wherewith to enjoy ourselves. The sailors were also employed all day Thursday in breaking out the ground tier of the fore hatch way, the casks being filled with fresh water, which was started, and the ground tier of casks again filled with salt water for the preservation of the casks and also to keep the ship in trim. Bread was also got out the same day and they kept us busy stowing off until seven o'clock in the evening, at which time we made out to finish. This day finished all the black fish and blubber business for this week and we were then at liberty to commence again on the old standard jobs. Yesterday the repairing of the spanker was the principal employment; this was accomplished by night and at six o'clock in the afternoon the new spanker gaff being complete was sent aloft. This (Saturday) forenoon the spanker boom was hove, so the mizen mast in its proper position and the spanker was bent and set; but little else except the usual stowage duty has been required of the sailors to day as it is the last day of the week and there is at present no particular job on hand; but the commence



ment of another week will undoubtedly bring with it some description of employment to keep the boys occupied. I'll stake my reputation as a sailor upon it, but this however, would be no great loss. Let the sailors work shippers and masts! Keep them busy at something, as much as you can! Give them no idle moments if you please; we will one day, once more be ashore where all business will be dispensed with and we can enjoy ourselves as heartily as the best of you. If the breeze of the present time continues long. This time is now not far distant; every day is bringing us nearer and nearer to the port of our destination. But which many conjectures we formed as to what description of place it is. We have never yet received any very glowing descriptions of the port of Turkey, but in the contrary everyone that we hear speak of it, talk of it as a miserable hole; the worst of it is, in fact it is considered to be about the last place. We shall probably soon have an opportunity of passing our own humble opinions respecting the subject: at any rate it will be somewhat agreeable to have a few days run on my beach after what is fast approaching a nine months cruise.

The latitudes and longitudes obtained this week are the following.

Oct. 29th Lat. 5° 28' N. Long. 17° 37' W.; 30th. Lat. 7° 57' N. Long. 97° 11' W.

Nov. 1st. Lat. 7° 29' N. Long. 95° 50' W.; 2nd. Lat. 7° 03' N. Long. 94° 18' W.

3d. Lat. 6° 47' N. Long. 92° 27' W.; 4th. Lat. 5° 50' N. Long. 91° 21' W.

Observations were obtained on Oct. 31st. the captain and officers all being down in the boat and busily engaged chasing blackfish at the time the sun passed the meridian.

Saturday, November 11th. 1854. The winds of the week ending with this date have propelled us on our course quite rapidly. A fresh breeze from S.W. which has with us one week ago to day. That night veered to S., still blowing freshly. Studding sails and main royal were taken in, and the ship was kept off a point to E. or S. In the morning a fresh breeze from S. prevailed nearly all day; the only exception was its hauling a little to the Westward this forenoon, and taking advantage of the then free wind, the fore top gallant sail and studding sails were set. But it was only a momentary ceasing of the fresh wind, as it soon after again hauled to S. and it became necessary to haul in the studding sails; all that day we were heading E. by S. Through the night the breeze hauled to S. by W. and with this change we steered S. E. by E. The same state of wind and course continued on Monday forenoon, but in the afternoon the breeze veered from S. by W. and we were heading S. E. by E. under whole topsails, courses and main top gallant sail. That night fresh breeze from S. by W. ship heading S. E. Tuesday, strong breeze and squally, from S. by W. ship heading S. E. took in the main top gallant and all other light sails in the forenoon, but in the afternoon the wind moderating a little set the flying jib and gaff topsail. These sails however again came in that night in a strong breeze from S. by W. On Wednesday the breeze continued fresh, still blowing from the same direction, but the main top gallant sail flying, aback and gaff topsail were all set, and the ship was all day heading S. E. The breeze fresh from S. by W. continued with us until about Thursday noon and all the while we were heading to the S. E. but at the expiration of



this time the wind hauled point to S.W. by S. and as following hauled up S.E. by S. This continued through the afternoon of Thursday, and at night the wind hauled to S.W. another point or two, and the bark was then covered with a free and once more as the course steered was S.E. by S. the breeze was pretty strong and it became necessary to take in the light sails and main top gallant sail. Yesterday morning the wind again hauled to S.W. the free and was done away with them, and close hauled we were heading S.E. in the afternoon a fresh breeze was blowing from S.W. by S. and with this the bark hauled up S.E. by S. Last night the wind hauling a point to S.W. we were ship heading W. at ten o'clock P.M. but at two o'clock this morning the breeze being back to S by W. again were ship heading S.E. by E. This forenoon the breeze was again fresh from S.W. and at six o'clock in the morning, were ship heading W. in this direction we stood until nine o'clock this forenoon when with the wind from the same direction, were back heading S.E. This afternoon the wind has blown mostly from S.W. by S. we were heading S.E. by S. until four o'clock P.M. then were ship to the Westward and with the breeze fresh, we are still standing in this direction under all standing sail. The weather has been very pleasant and agreeable all the week only rather warm occasionally: the sky appeared somewhat cloudy yesterday afternoon, but it amounted to nothing more as now, a little rain once in a while down in this warm weather is far from being disagreeable especially during a long calm, but as we have had pretty fresh breezes nearly the whole week, we have got along quite comfortably without rain.

The sailors have, as predicted in the last entry, busily engaged nearly all the time, the occupations being various, but the old mending one of fitting rigging has taken up considerable attention. On Tuesday we experienced "troublesome times" hunting for a barrel of beef, notwithstanding we are almost continually being out the hold for something, yet no one knew where to find a barrel of beef, all three hatchways were broken out, however, and at last the beef was found. The sailors were also employed, the same day, in washing all the painted work inside the ship and scouring her up bright, so that, if we have no oil, we may at least have a respectable appearance. Wednesday, our main topsail was brought forward to brush boys busy and they were all day employed repairing it; finally getting it in order to send it. Thursday the watch were occupied in tarring down rigging, this was more work to slick the old bark up a little, but the old model still remains and do what they may to rigging and spar paint her up as they will, she may look well at a distance, but on a close inspection, being one of those vessels which they build, "down east" by the rule, and none them of the requisite length, she shows to but little advantage. To day the employed has consisted in breaking out water, scraping the rust from the chains, more fancy work. The free young employments, together with rigging work and other sailmaking jobs have allowed us but little busy time during the watch on deck. No chasing black-fish has occurred this week, whereby the attention would be diverted from more useful employments, and as a general thing it is only during a calm that there



animals appear to worry us out of water below, and get us in a high state of excitement and perturbation, more frequently all to no purpose than otherwise.

A species of the piscatory tribe with which we are unfamiliar, appeared to us on Sunday; this was called a diamond fish, but nothing peculiar could be discovered about him, as he merely passed us by. They are called Diamond fish from their diamond shape, and in size are perhaps as large over as the main hatch of a good sized ship. Perhaps at some future time, we may have a better acquaintance with the animal. On Monday afternoon a solitary finback was observed by us, wandering about with an independent air, just as they do no matter where they are and they are everywhere present, in warm or cold weather high or low latitude, calm or blow. They are always equally at home. This was the first whale that had been seen by any of us for some weeks, and had he appeared in the boat I suspected we could have easily sympathized with him in his forlorn and forsaken condition. On Thursday we had the next appearance. Several large schools of porpoises and cowfish, all together, were observed breaching and splashing about, picking up considerable white water, and evidently having a jubilee; this was in the forenoon, in the afternoon of the same day at four o'clock, something was observed at a distance of two or three miles, breaching and making as much white water as a large whale would, for half an hour or more, a great excitement prevailed on the supposition that the author of all this disturbance was a sperm whale, but a little closer observation soon convinced us to the contrary, as in breaching the strange fish he shot much farther out of the water than it is customary for a whale to do; he was at length pronounced to be a "jumper", which is near or far as certain, is a fish at all resembling a "fish" and of nearly the same size as a whale, a "jumper" he certainly was in the literal sense of the word for taking a start he went out of our sight in a very short space of time breaching the whole way, and causing sufficient commotion of the water to be a whole school of sperm whales.

Yesterday, as was a sight that very forcibly reminded us of home: a cloud of smoke was first raised to the Southward which was first supposed to be a whale ship breaching, but we were soon after undeceived by seeing the smoke pipes of a steamer and soon her hull above in sight: we set our colors the American flag at the mainmast and in answering response the little steamer showed us her stars and stripes, her national ensign. She passed by within of us at no great distance puffing out volumes of black smoke, and went off to the S. before the wind with a square fore sail and fore topsail, and a fore and aft mainmast and gaff topsail set. She passed so near us that her name "Surprise" was distinctly read upon her wheel house with eyes glass. She was very small to be paddling about on the broad ocean, and looked no larger than one of our small class of row boats in the water. It was supposed that she had come around Cape Horn and was bound to San Francisco, but then we had no certain means of ascertaining. Not long did she remain in our sight but, compelled by the power of both steam and wind she vanished from our sight like a vision. The ship is called "Surprise". Today, more interesting occurrences were to be expected. At five o'clock this morning the steam called "Deer" was raised bearing S. by E. and



less miles ... on our way ... the main land (South American coast) was raised a short distance to the Eastward of *Island De La Plata*, and extending from thence to the ... Eastward as far as the eye could reach. All of this land is very low and regular and although the distance from which we viewed it was considerable, the main had quite a fertile appearance. Not that vegetation could be particularly discerned, but then the general aspect of the land was not of that stern, barren and forbidding cast, that we were accustomed to see in the Arctic ocean and Krimtschak. The ... Perhaps reflection, that we were looking at a land inhabited by a civilized race of beings, rendered the view more pleasant. The *Island De La Plata* also afforded us a beautiful prospect: it is a low round island of, I should say, six miles in circumference, and not more than fifty or sixty feet at its highest elevation, above the sea level. Today when nearest it we were perhaps six miles from it and from that distance no traces of human habitation or inhabitants could be discovered. The island appeared verdant and fertile, and seemed to be covered with a low shrubbery, rendering a touch of the picturesque to the scene, but perhaps upon a closer inspection we should find nothing to call forth our admiration; seen from a distance it appeared to good advantage.

This forenoon another apparition appeared to us, which consisted of a shoal of fish to which we had previously been a stranger, either to these in particular or the species in general: they were at first thought to be blackfish but a closer view being obtained, they were pronounced Algerines, otherwise called sharpfins. In size they are about the same as blackfish, but differ from them in having the head pointed, like a porpoise, while in a blackfish, the head is square. The fin, short as it is, is somewhat longer and sharper than that of a blackfish, hence the appellation, "sharp fin". Any view, when their real character was ascertained it was considered best to allow them to pass unharmed by. Our proximity to the land to day has been the cause of the ships manœuvring, as previously recorded. The wind, blowing from a Southerly direction, and the course for Turnbol not allowing us to head up when it is necessary to go, we have in consequence been all day endeavoring to get to the windward but as yet have made but little progress in that direction, however, I suppose we must still continue beating and banging about, until a favorable change of wind occurs, which I hope will be before long. But for the last week we have got along remarkably well and no fault should be found with the wind; it, yesterday, transported us from the North to the South Pacific ocean as at noon yesterday the latitude was found to be South, the time of crossing the Equinoctial line, was I suppose about six o'clock in the morning.

The following were our different situations throughout the week:  
 3<sup>rd</sup> Lat.  $5^{\circ}04' N.$  Long.  $89^{\circ} W.$ ; 5<sup>th</sup> Lat.  $4^{\circ}05' N.$  Long.  $87^{\circ}06' W.$   
 7<sup>th</sup> Lat.  $2^{\circ}58' N.$  Long.  $85^{\circ}40' W.$ ; 9<sup>th</sup> Lat.  $1^{\circ}57' N.$  Long.  $84^{\circ}42' W.$   
 11<sup>th</sup> Lat.  $50' N.$  Long.  $83^{\circ}06' W.$ ; 13<sup>th</sup> Lat.  $34' S.$  Long.  $81^{\circ}53' W.$   
 15<sup>th</sup> Lat.  $9^{\circ}36' S.$  Long.  $81^{\circ}38' W.$



Wednesday, November 15th. 1854. This date finds  
 us at the long looked for port of Turney at last; port, did I say? 'tis a queer looking  
 port, but of this, more anon. we have arrived and for the present, let this suffice.  
 while in pursuit of Turney, the last entry left us off the Island of La Plata, beating  
 to the windward against a fresh breeze from S. E. W. and am. was by hoping for a change  
 of wind that would allow us to steer direct for our port of destination. this hope was in  
 some degree realized but Saturday night no change for the better occurred and all  
 night we were beating against a light breeze from the Southward, under all drawing  
 sail, but on Sunday morning La Plata was still in sight; however on that forenoon,  
 with a fresh breeze from N. W. by N. E. by dint of continual beating we managed to sink the  
 island far astern. The mainland however continued in sight all day Sunday and at  
 noon was about fifteen miles distant to the Eastward of us. In the afternoon of Sunday we  
 again bore from S. E. W. we stood S. E. by E. along the coast, thinking that we were in a  
 fair way to Turney but at three o'clock P. M. some surprise was manifested, caused  
 by raising Point St. Elena, on our weather bow, to the Southward of us, captain be-  
 ing unfamiliar with the coast along here, had supposed the way clear for Turney, and  
 was accordingly steering free the identity of Pt. St. Elena, and the land raised on our  
 weather bow, was not immediately established but after it was ascertained beyond a  
 doubt that it was Point St. Elena, and as it was necessary for us to weather this point  
 the ship was immediately hauled on the wind, heading S. This was at five o'clock  
 P. M. and heading to the S. the Point was still broad on the weather bow, we however  
 continued on this tack until six o'clock P. M. at which time we were about four  
 miles from the beach, then locked ship heading to the S. E. W. and stood off shore a  
 while. The coast along which we stood on this day was not very high land, but  
 somewhat higher than at the point where it was first raised, on the preceding day;  
 still it presented the same general appearance, regular in outline and with an in-  
 describable air of civilization about it, but perhaps by fancy. At the time of going about  
 in the afternoon, we made our nearest approach to the land, being then about four miles  
 from the beach and perhaps twenty or twenty five miles to the leeward of Point St. Elena.  
 this point extends out some distance into the sea, and its height gradually increases from  
 the main, until at the extreme point quite high land is visible. The country around from  
 our position at that time, appeared quite verdant and fertile, but the water of twilight  
 were just beginning to close over us as we arrived in a position where a good view  
 might have been obtained by daylight, and at the fore became necessary to suspend  
 all observations. A sail was seen on this afternoon, standing in shore to the S. E.  
 probably some coaster. Sunday night we continued beating to the wind-  
 ward on short tacks against a fresh breeze from S. E. W. which on Monday fore-  
 noon hauled to S. W. by S. we were standing to the Westward from the mainland  
 until eleven o'clock A. M. then locked ship, heading S. E. by S. Point St. Elena  
 was at that time north to the S. E. at a distance of thirty miles. In the af-  
 ternoon of Monday the breeze had hauled to S. W. but continued to blow a nice  
 breeze for us with which we were sailing to the S. E. The water was left



busily employed all day Monday in scraping the rust from the main and mizzen  
 chains an operation performed partly to preserve the chains and partly that our  
 appearance in port might be somewhat "flash". This occupation was, however slightly  
 interrupted at two o'clock in the afternoon by raising a shoal of blackfish: the 1st, 2nd  
 and 3rd mates immediately lowered and gave chase; the 3rd mate, always the most  
 active at this business, soon succeeded in getting fast to a small one but  
 none of the others could strike and the boat accordingly started for the ship arriving  
 alongside at three o'clock P.M. in an hour's absence. The blackfish was hoisted in  
 on deck, and about 5 P.M. by 1st, 2nd and 3rd mates at that time bearing S.E. by E. distant  
 twenty miles. At seven o'clock in the evening the wind had hauled to S.S.W. and  
 at that time we went about steering W. A strong breeze from S.S.W. continued with  
 us all that night and having found that it was useless to try any longer to beat to  
 windward in shore, on short tack, it was considered expedient to try off shore beating  
 while, we accordingly stood to W. Westward all night: the freshness of the breeze  
 rendered it necessary to take in all light sail in the course of the night, but the  
 weather all the while continued pleasant. Yesterday morning (Tuesday), we were  
 out of sight of all land: At six o'clock P.M. we were around and with a fair breeze  
 and S.S.W. we were standing to the Eastward through the forenoon all drawing sail  
 was also set once more. In the afternoon the breeze was fresh from S.W. and thus  
 being a fair wind for us, we steered S.E. by E. the breeze brought us eight sails in before  
 night. A shoal of blackfish and mackerel were seen in the afternoon but not striking  
 to lose the breeze we continued on our course and allowed them to pass undisturbed.  
 The watches were employed yesterday in filling buckets, making spun yarn and  
 rigging out the blackfish caught on the preceding day he was a very small one and  
 yielded but about fifteen or twenty gallons. No land was in sight yesterday.  
 Last night the breeze was light and under short sail we continued steering S.E. by E.  
 sail was made towards morning and soon after sunrise the main land was raised  
 to the Eastward. The remainder of this day the breeze continued light from S.W. and  
 we steered S.E. by E. under all drawing sail until the time coming to an anchor.  
 The coast visible to day was all very low land. At ten o'clock this forenoon a boat  
 came alongside of us from the Bark Calhoun of Westport, Capt. Oliver commanding.  
 The boat came to bring on board of us Capt. Oliver, who accompanied us in to the  
 anchorage, being desirous of going ashore and fearing to trust his own crew to pull him  
 there, anticipating that they would desert as some had already done. Capt. Oliver  
 reported his boat as being fourteen months from home with 200 bbls. of sperm oil.  
 Several coasters were also observed in shore of us this forenoon, either coming from  
 or going to Jugayul, a port some seventy or eighty miles from us at present.  
 The chains were this forenoon hauled up and bent to the anchors in readiness for use  
 and about noon Timber Point was first discovered to the S.E. of us the only thing  
 that could then be discovered was the fact that it was very low land indeed, but  
 as we drew nearer the peculiarities of the country gradually opened to our view, several  
 small boats were observed lying at anchor which gave us some little encouragement at,



the scene besides, was far from being such as we could desire. At three o'clock this afternoon the anchor was dropped in our present situation, in five fathoms of water. The sailors furlled the sails and then commenced clearing away, preparatory to sending the fore topmast. The fore top gallant yard and sail was sent down, and the fore topmast was also unbenched and sent down. This is the extent of the operations up to this time but to-morrow I suppose there will be a large amount of business performed. —

A Latitude obtained on the 12th. placed us in  $1^{\circ}42' N.$  and on the 14th (yesterday), we were in Lat.  $2^{\circ}22' N.$  Long.  $81^{\circ}26' W.$

Thus has a second cruise terminated, which, although not a very profitable one, has still, been far from an uninteresting one. This cruise has far exceeded our first one in length, having extended from the date of our departure from Talcahuano, Feb 2<sup>nd</sup> until the present time Nov. 15<sup>th</sup>. Eight months and seventeen days have we been out of port and now once more are we lying at an anchor near a shore whose inhabitants make some pretensions to civilization, but in what grounds we have as yet been unable to ascertain. The anchorage at which we lie, bespeaks but little for the community on shore, as we are, in fact, lying in no harbor at all. A point of land extends out some distance to the S.W. of us, and on this beach is situated a small collection of houses forming what is called "Timber Point", directly opposite to which we lie; from the "point" the beach extends away off to the N.E. of us forming no harbor, as the open ocean is visible on every side except this, and if gales of wind were here prevalent the land would afford ships no protection from their fury. But strong breezes are said to be rare here, and in consequence of this the anchorage is a perfectly safe one. We lay nearly a mile off shore, west of the point, which is situated at the mouth of Timber River, and as far as we can see this "point" is comprised of perhaps a dozen rude wooden shanties which have about as much architectural beauty in their construction as is witnessed in the hut of an Esquimaux. The surrounding country is a very low tract of land and has an appearance of luxuriance which has scarcely been witnessed by us before on the voyage. It is covered with what seems to be a thick chapparal and the verdant aspect of this seen from our anchorage, is very pleasant. This forest hides from our view the course of Timber river, the mouth only being seen. Heavy breakers are continually rolling over the bars at its mouth and these extend in both directions as far as the eye can reach. A passage for boats through this surf is pointed out at the mouth of the river but even across this passage the surf constantly rolls quite heavy. No boat has yet visited the shore from us and we have, therefore, as yet ascertained nothing from a close inspection, all our observations have been taken from a distance and consequently we may have formed some incorrect opinions respecting the state of things on shore. However, for many many days before we shall be so familiar with the country. Lying here with us is the barque of San Bedford, she having arrived some time in advance of us; she has taken mail since we parted company in Latitude  $26^{\circ} N.$  There also lay here a couple of days since one called the "Pep" and another the "Santiago" both of San Francisco and both having sailed this port for a year.



the sweet of them amongst these schooners, and the *Bardine*, and our own bark, there has been considerable communication since our arrival. Capt. Oliver of the *Calderwood* went ashore in some one of the boats, his bark remaining outside. Another vessel of the fleet among which we lay is a small Peruvian cutter of no more than seventy tons burthen I should think; every thing on board of her as far as we can observe, appears neat and clean, and she does no discredit to the Peruvian navy.

The above named vessels comprise the whole lot, and this with the general appearance of every thing around us scarcely indicates that we are lying in a civilized port of entry. In *Salcapurana* the scene was far different; there the shipping was quite numerous and, looking ashore, we could see a large collection of houses, the whole place having a business like appearance; but here, how different! Nothing to be seen and nothing to be done; the *Carolina* too is about ready to leave here, and when she goes the only society left for us is that of the schooners: considerable work however will here have to be done and this will serve to pass away the time. Here, it is also the intention to wood, water, and give liberty, and by the time all this is over we shall, in all probability have a better idea of things in *Turner*.

The town lies some distance up the river and ere we have an opportunity to reach it, perhaps some considerable time will elapse, but as it is there we are to have our liberty we shall probably see enough of it before leaving the port.

Therefore until we have time as more information respecting the subject shall have been gleaned we will bid adieu to journalizing.



# Lying at anchor

in the port of

## Tumbes Peru.



Saturday November 16th. 1854. This date finds us still but very slightly initiated into the mysteries of Tumbes town but as far as the point is concerned I think many of us are pretty well posted all things there, which at the previous entry were but now have been revealed, and we can now spin yarns about it point, with the best of them. But to particularize a little: The sailors, each and every one have been very busily engaged since the last entry, and their occupations have been as follows: On Thursday, spars and rigging were laying about the deck in promiscuous confusion: the fore yard, fore topsail yard, fore top gallant and royal mast, and fore topmast were all with the rigging, appertaining to each, sent down on the forenoon and after dinner had been masticated, the sending up commenced, another topmast was sent aloft in place of the one sent down, and the new gang of fore topmast rigging, which was fitted out the previous day, was also sent up and placed in order, all this was carried on under the superintendence of the mate and as soon as the job was placed in the foretopmast from him all hands received their gear. The foregang was the amount of labor performed on shipboard during Thursday, a boat crew however took the skipper ashore on the point where he negotiated for some fire wood, and having but a small



supply of that article left. the boat on its return brought off load. Yesterday (Friday), sent up the fore top gallant mast fore yard and foretopail yard, together with all the rigging appertaining thereto, but the fore top gallant yard was and still is suffered to remain on deck. the business was all transacted in the forenoon and in the afternoon the scrubbing and painting of the old bark, outside, was commenced and continued the remainder of the day, but at night, was far from being completed. All or most of the work on this day. the boat crew were clear off and of this boat crew I happened to be a member; by this means we became slightly acquainted with the state of affairs on shore. The boat crew were employed to convey the skipper some distance up Tumber river, from whence he could obtain further conveyance, by horse, to the town of Tumber, passing through the surf, we entered the mouth of the river and passed by the point without making any stop. the collection of houses which we here saw, numbered not more than a dozen or so, and their appearance at a closer view was not much of an improvement on the view as it had been obtained from the anchorage: the houses were constructed of bamboo, raised on poles, at an elevation of some five or six feet from the ground: this mode of building, is probably very useful in freeing the household from the annoyance of numerous small insects and it also serves to keep the building cool by allowing a free circulation of air beneath it; this in such a warm country is of course a great desideratum but of the point more hereafter. passing it we continued on up the river, and followed its tortuous windings for about five miles: it runs, for some two or three miles from its mouth through a thick shrubbery and its banks here are very low, being flooded at high tide and in this low marshy ground the forest which borders the sides of the river, takes root: it seems to be almost impenetrable in some places and this state of the country, from the ship is visible all along the beach as far back as anything can be distinguished: in such a land vegetation cannot be supposed to flourish in many varieties, nor does it; the tangled chapparal is all that grows here but this flourishes most luxuriantly and its branches support numerous small birds of variegated plumage, that are continually warbling in harmonious melody. For about two miles we followed the river up through such a country as this, no human habitation being visible from the time of leaving the point. coming out of this scene, the banks gradually become steeper and soon rise above the highest tides. Here, traces of human growth and more signs of cultivation and fertility appear, cocoa nut trees banana and plantain stalks &c are soon seen, and arriving at the extent of our journey we found ourselves on a well cultivated plantation: we were then at 'Pomonte' otherwise known as the half way house, which is said to be located at a distance of five miles from the mouth of the river and rather more than half way up to the town. Here we stopped for a while and for the first time I had an opportunity to look around in a tropical land. The first thing that here deserves notice is the proprietor of the establishment - Pomonte: he is a man well known to most of the inhabiting community and he is considered to be the most enterprising business man on the South American coast this side of Cape Horn.



he has a very pleasant appearance. spoke the English language fluently, and, what perhaps tended in a great measure to give us a good opinion of him, he treated the boat crew to a glass of gin each. His house is large and commodious, though nothing very elegant was observed about it; it is constructed in the same manner as those on the river, although on a much larger scale, bamboo being the principal building material. A sugar mill for extracting the juice of the sugar cane was observed in an out-house, but it did not appear to have been very recently used, the cane not being yet sufficiently ripe. Large fields of it were seen on the plantations, and numerous fruit-trees were also visible, but we are somewhat too early in the season for a variety of fruit, coconuts are the only kind that appear to be ripe, plentifully, but a few bananas and plantains are to be obtained on the point. These probably grow farther up the river than we travelled. Orange trees were plentiful on some other plantation, and they were all heavy laden with fruit which in a few weeks will no doubt be most delicious. Each a sight as this would perhaps have pleased us more, had no other than the unripe fruit been there but it so happened that some one had a lot of oranges, fully ripe on hand which I believe were grown in the vicinity of Tugueguay, and these the captain purchased for all hands; there were some two or three barrels of them, when we commenced putting them into the boat, but that part of them it took to satiate the voracity of the boat crew I will not attempt to say, but our rate we all eat until appetites were satisfied.

Not a very long stop was made at Somontes and after we had a chance to look around the place a little, taking a load of sweet potatoes, oranges, etc. we started down the river, leaving the captain, who was bound up to the town, at Somontes. The passage down was much more easily accomplished than the passage up as a strong but current runs constantly, above the influence of the tide, which runs up perhaps two miles. Coming down we had more liberty to view the scenery by which we passed, but no plantation like Somontes appeared so well cultivated and in such a thriving condition as this, if we except one on which the governor is said to reside; the building on this plantation was very neatly constructed, and the grounds about the house were in good order and beautified as much as appeared possible in that situation, as the bank of the river is here very low. The gubernatorial mansion is situated on the right, proceeding up the stream and just above where a division of the river takes place by a smaller stream branching off to the right. This enters the sea some four or five miles up the beach from where we lie. The governor's house was by far the most elegant of any that we saw and appears well suited for a residence of the aristocracy. There were but three or four other buildings between the point and Somontes and none of these deserves particular notice. Pigs and horses were frequently seen along the river and directly opposite from the governor's mansion, in a shady grove we observed a large congregation of bullocks, cows, horses and goats; these were probably the property of his excellency. Altogether what we observed on this journey up the river tended to give us rather a favorable opinion of the country than otherwise, and perhaps had the journey been continued farther up, more interesting views might have been obtained. The country at Somontes just begins to assume a state that appears much more favorable for cultivation, than that below and perhaps before leaving this port an opportunity will be offered to ascertain how far this opinion is correct. For river



as far as we followed its course, is very crooked, but of sufficient depth to allow boats and Pungos to pass up and down freely: it continues about the same in width as far as we went, being but little more than a ship's length wide.

Alligators are frequently seen lying upon the banks sunning themselves, but on the approach of a boat they soon make themselves scarce by crawling into the water and nothing more is seen of them until all danger has vanished. I think they are not very ferocious as children are frequently seen in the water at the point and the alligators appear to be as numerous here as any where. A suggestion that we make an attempt to catch an alligator, has been made and will perhaps be carried out; if it does we shall have captured quite a curiosity.

Nothing particularly interesting occurred on our return from Llaneros yesterday, we passed through the surf without difficulty and arrived on board some time before night, sail and sound. The Carolina sailed for Paita yesterday afternoon leaving us to depend altogether upon the schooner for a gain.

Today (Saturday), scrubbing and painting a ship, which was commenced yesterday, was finished, and the old bark now looks quite respectable. We have also been employed by in breaking out water casks, slops &c. and a raft of fruit &c. has been taken up the river and filled with fresh water, but not brought off in consequence of the state of the tide, heavy breakers, or some other notion. Watering and going ashore on the point appears to agree pretty well with the sailors as a guardiente & plenty there and the vendors receive considerable custom lately. The crew of the Carolina join to some extent and our crew seem determined that they shall make a living. The beverage is cheap and gladly exchanged for all sorts of clothing and other commodities which the sailors gladly give. We manage to pass the time away very pleasantly having got somewhat acquainted with our port companions, and gambling has been carried on as extensively as can reasonably be supposed, with such a small amount of chipping. The "Page" has got on board nearly the whole of her cargo and she will probably leave for San Francisco before long: we shall then have to do our gambling with the "Fido" unless perchance, a whaler should arrive here, such an event would indeed be a blessing to us. The government cutter, called the "Vigilante", still lays here with us but from this circumstance we derive no benefit, as gambling with her would not be very interesting even if such a thing should happen. The daily performance on board of her we can easily observe. The commodore captain, commander in chief, or whatever designation is to be used, is seen promenading fore and aft on the quarter deck in white pants black coat and a very military, naval, or some other air. The tars number perhaps twenty-five or thirty and frequently see marched down and up in uniform on drill, and a monkey, that appears to be not the least important personage on board the cutter is always to be seen scampering about the deck or in the rigging. They appear to have a little world there, all to themselves wherein a large amount of business is carried on. The weather ever since we arrived here has been very fine and pleasant. Light breeze blowing, having prevailed from a South-west.



only direction through the day and at night light breeze from off the land this state of weather has been very favorable for us, and we have got along with the work much better than was expected. considerable however yet remains to be performed and as wintering is likely to be slow work here it would not be surprising if another week elapsed before a watch goes ashore on liberty. To morrow being the Sabbath some of us will probably have an opportunity of visiting the shore for a ramble but unless a boat proceeds up the river some distance, there will be but little chance for an interesting one as on the point there is nothing to attract attention but the *Guardian* however, the transactions of the morrow shall be duly recorded in the next entry and therefore until such time as this entry shall be made I will once again "dry up" as the Californian phrase goes.

Saturday November 28th. 1854. The week ending with this date has been with the boat crew a busy one, and every day has found us morning, employed in various occupations and but little idle time has been obtained therein to "loaf". The liberty, as anticipated, has not yet been received but we are now in a fair way for it. Commencing however with the beginning of the week we will proceed with regularity. On Monday all hands had quite a run, nearly all of us, as then were ashore about 11 a.m. The mate first started off with a gang, went up the river, to Sonoma. Next a protest which was mentioned last week respecting the attempt to catch an alligator was brought forward, and a boat, in charge of two boatsteers was soon started off, with this crew. I had the honor to go; an oar was taken upon which we relied altogether. Success in our enterprise, it being the intention to haul the boat up to it and then start it into any impudent alligator that allowed us to get near him. Well, being all armed and equipped we set forth and entered the mouth of the river. Here it was decided to take an unexplored branch of the stream and run up the river, as we were aware that there was one of this kind which branched off at the river's mouth and again entered it at some distance above; now, as we were familiar with this branch but thinking there was rather the first one as we came to was taken and we continued to follow it for some distance without again coming into the main river, at last we came to an opening where the surf nothing on the beach a few rods from the stream in which we were then we became sensible that we had been following a stream which ran along parallel to the coast owing to the thin bush that intervened between us and the beach, it had previously been unknown to us. However finding that all this had been for nothing we turned about and went back to the point where making the passage we observed an enormous alligator lying on the bank of the stream perfectly still and apparently asleep. As we thought it was a chance and accordingly we started towards him as noiselessly as possible he remained perfectly motionless but instead of being asleep as we thought he was, he was not asleep, as and as soon as the boat had arrived as near him as



He then, was consistent with his name, he gently slid from his resting place into  
 the water scarcely making a ripple the waters of the stream closed over him and we saw  
 him no more. We next tried another branch of the stream, thinking this time we  
 had the right cut and followed this up for a mile or two when we arrived at the  
 head of it and discovered that we were again wrong: again we turned back and then  
 took a third branch, perfectly sure that this time we were right, but following it up for  
 some distance, we a third time discovered that we were mistaken, and having in all  
 this time seen but one alligator, it was then unanimously decided that the best  
 thing which could be done was to go and visit "Mother Aguadiente" at the point.  
 We accordingly proceeded in that direction, and in due time we arrived there.  
 "Mother Aguadiente" is a familiar name to all who visit Simla; she derives this  
 appellation from having been for a long time a vendor of the article after which  
 she has been christened; she weighs about three hundred pounds, and we found  
 her extremely sociable, but I am sorry to say that her aguadiente was not good.  
 we however passed a pleasant hour here, then a motion was made to start for the  
 river: this motion was not unanimously carried some being for staying where they  
 were; but one of the boatsteers, myself and another foremast hand being averse to  
 this measure we took the boat and started up the stream, finding at last the long  
 looked for branch, after getting up the river a mile or so in turning a bend we  
 suddenly came within hailing distance of the mate and his crew who were  
 bound down the river from Bonaville where they reported having enjoyed them-  
 selves very agreeably: we then turned about and both boats proceeded to the point, making  
 a short stop at "Mother Aguadiente" then proceeded to the bark, arriving along-  
 side at five o'clock in the afternoon. This was the extent of our in shore run this  
 Sunday. Monday the occupation was somewhat different. water carts suf-  
 ficient for a raft were broke out in the morning and rafted. we took them  
 ashore in the afternoon and had considerable difficulty with them by their get-  
 ting the advantage of us in the surf, and drifting ashore before we could get  
 them into the mouth of the river: all hands then jumped overboard, rolled them  
 casks clear and took them up the river, here they were put on a raft, but we did not bring  
 the raft off that day as the breakers were considered too heavy. This watering busi-  
 ness is somewhat different from the method of obtaining water at other places.  
 the carts are taken up the river some two miles until fresh water is reached and  
 they are then filled without any unwrapping or bailing: the raft is made fast, and  
 the boats lying alongside of it a man takes a cask, turns the bung hole down  
 the water side and allows the water to run in until the cask is filled, watching  
 the gauge for which to see that no dead dogs, alligators etc. run in. The top  
 sail yard was also painted on Monday. Steam don the schooner "Fiji" of and for  
 San Francisco, laden with a cargo of sweet potatoes. Tuesday all hands busy  
 broaking out water carts, muzz, digger etc. painting the ship's hull and  
 taking a raft in shore for water this being the third one taken in. A couple of barrels  
 of sweet potatoes were also brought on board the same day for domestic use.



The digger was broke out to be sold a ready market here, yamout for it here. Wednes-  
 day the breaking out of the frost - day was continued more or less, got out for us and  
 the sailors were employed in getting off wood, painting up the ship a little and var-  
 ious other small jobs. On Thursday after having some days waited for a subsiding of  
 the unusuall swell, and finding that it was unlikely to subside the boats in  
 the morning went in for a raft of water and succeeded in getting it out through the  
 ice, though not without considerable damage to the crates as the heads and chimes  
 of many were stove. But the water was all safely got on board without having sus-  
 tained any injury, and through the remainder of the day, some were employed in stowing  
 it away. In the afternoon an accident happened which came very near proving fatal. Two  
 of the boats were bound in shore after a load of wood and in going through the surf the  
 Bow Boat in charge of the 2nd mate was suddenly capsized, the surf was rolling heav-  
 ily at the time but with the other boat immediately proceeded to the scene of the  
 accident and took from the water and the boat all but two of the crew: the 2nd mate was  
 the only one who stuck by the boat and kept by keeping a firm hold of the boats warp, suc-  
 ceeded in maintaining his position, although an occasional roller would sent him from  
 the boats bottom in double quick time frequently. The two whom we did not rescue had  
 struck out on their own account, and experienced the most difficulty of any of the  
 crew. They had attempted to wade on shore, but the strength of the undertow rendered  
 the footing so insecure that it was found walking for them and when they reached the  
 beach they were nearly exhausted. The boat left to drift for itself drifted out of the  
 breakers uninjured. From whence we afterwards took her to the ship, four cars were lost  
 by the "capsizing" together with some other small articles of boat furniture. But it was  
 fortunate that no greater loss was sustained. On Thursday evening at eight o'clock,  
 the little boat boy whom we obtained from ship John in the "Faint"  
 schooner, took leave of us though much against his will. He was disposed of by  
 our skipper who gave him to a Captain Hillman, residing at Punta, our skipper al-  
 lowing that the boy was too mischievous. All hands heartily sympathized with the poor little  
 fellows friendless circumstances, he had endeared himself to us all by his mischievous  
 propensities which, after all, were perhaps no greater than those of many  
 boys of his age. The little fellow called as though his heart would break from the time he  
 was informed that he must leave, under his signature, Capt. Hillman made him  
 many fair promises which if performed will certainly better his condition, and the man  
 must be a villain indeed if he is base enough to take any advantage of the boys imper-  
 fect condition. Leaving us Capt. Hillman and his protegee went on board the "Vigilant",  
 and at ten o'clock the same evening they sailed for Punta.

Saturday (the 11th) in the forenoon all hands were employed getting off and stow-  
 ing down wood. In the afternoon a second raft of water was brought off, but not taking  
 the breakers, a safe passage having been discovered which opens to the sea in such a  
 manner that the surf does not roll across its mouth. This passage at low tide is in  
 some places altogether bare and is consequently found to be out and in at half  
 high tide. The distance is increased more than a mile by following this passage.



but the breakers are thereby avoided altogether. This Saturday morning at daylight we went in shore and brought off the third and last raft of water. Through the day the employment has consisted in stowing this water down, and securing the bents, preparatory to blacking them. This has nearly finished the principal amount of the work, but if we were to stop here a year, there would be something to be done, continually. Getting off wood and water this week has been an agreeable business, and I think the sailors have enjoyed themselves nearly as well as though they had been on liberty. In bringing the water we experienced considerable trouble by several times getting a raft aground in the lee passage. All hands were then immediately overboard to get the casks afloat again. Such work as this, in a climate as hot as this, a bath in the warm climate being very refreshing. Going in for wood, an opportunity for getting aguardiente always occurs, and shirts, pants, shoes sheath knives &c are disposed of, in exchange for this beverage, by the wholesale. A few pounds of beef, pork, or bread is also very acceptable for a bottle of aguardiente, and to say that the sailors put the ship's provisions to such a use, would, perhaps, be going to far, but certain it is that on the occasion of the Bow boat being capsized in the surf, a piece of salt pork weighing some pounds was discovered floating about with the rest of the articles; the boat was going ashore for wood at the time and what the pork was for any one that has visited Sumby in a whaler may easily conjecture.

The weather during the past week has been remarkably pleasant; a fresh breeze from seaward through the day, has generally rendered the atmosphere not too oppressive, and at night a gentle breeze from the land usually prevails and wafts to us the melancholy roaring of the surf which has lately been unusually heavy. The shore people say that for a long time they have not seen it so large. But since our boat was capsized there, most of our crew prefer using the lee passage. No blame however was attached to any one or one of the boat capsizing: her head was said to have grounded on a sand bar, and immediately after she struck, an enormous roller struck her in the stern and ended her completely over. The bars across the mouth of the river by the influence of the current surf and tide, are continually shifting, and where a boat may one day find plenty of water, another time in the same place a sand bar may have formed. It was owing to this continually moving state of the bottom, that the two men who walked ashore when the boat capsized, experienced much difficulty, as every step which they took, the whole bottom on which they stood would move and carry them backward. We are every day getting more and more resigned to our present circumstances, and notwithstanding what has been said of Sumby, I think there are many ports which it would be far less preferable to visit than this; the only thing which appears necessary to render the place perhaps agreeable is the company of a few ships: with there, our situation would be far more pleasant, but the only vessel now left, that is any company for us is the *Santa Rosa*, and she is a very dull companion. We frequently see merchantmen sail to some distance off shore, bound either to or from Suvaquil, but the men go to pay for Sumby a visit, till the sight of them is not within



some of interest, as it adds variety to the scene and thus we really stand in need of it. In a very clear day we can also see the lofty summits of several peaks of the Andes and the chain is visible for a long distance to the N.E. of P. Their distance we do not know but should say it is not less than seventy miles. None of us except the captain have yet had an opportunity to see the town of Lima. In the morning the 26th if no unforeseen circumstances present it the Starboard watch will go up to the town. Belonging to the Starboard watch I believe may liberty visit the town but another week shall have seen the town will probably have been seen by all hands, and this will perhaps form matter for the next entry.

Saturday, December 2nd. 1854. The week ended today has been full of interest to us all. Business and pleasure has occupied our attention alternately and the transactions of the week have been as follows. On Sunday the 26th ult. agreeable to the prediction of the preceding entry, the Starboard watch at five o'clock in the morning left the bark for an absence of three days, during which time the members of said watch were on liberty in the town of Lima. They were provided with a boat expressly for their own use, and in this they proceeded up the river as far as Lima is here disembarked on the right bank of the river opposite to Lima town and here left the boat. To the town the distance was then some four or five miles, and here we were in readiness for those who chose to hire a chair. All the watch, I believe, preferred to part with a half dollar and obtain the use of horse flesh, rather than walk five miles, and they all arrived at the town in safety. The mate with a boat crew of the Starboard watch also went up the river on Sunday, and some of the crew, I believe visited the town; this gang however returned the same day. Regarding the Starboard watch taken as a whole enjoying themselves as much as a guard could make them. On board the ship the same day, we passed the time off very agreeably. I had been appointed to read and pro tem. while the honorable gentleman who usually officiated in that capacity was ashore on liberty, and I think the few of us who remained on board spent as good a time as the merriest of the lot. On Monday a more laborious occupation employed the Starboard watch, all in neither watch have worked themselves sick this week. Monday however, our work was busy stowing down water, blocking the barrels and breaking out muske digger oil for sale. On Tuesday the employment consisted of stowing down fresh water, and getting off board; also, seven to the number of eight were brought on board having been purchased at the point. This was the third day's liberty for the Starboard watch and at night we began to look for their return. At nine o'clock in the evening the boat arrived alongside, but the Starboard watch! alas! a remnant only returned. Five of their little band had been safely lodged in the calaboose, having been taken in by the bush when they were going for parts unknown. The deserters are James Smith, William Cunningham, James Taggart, and John Johnson, a sailor, and Charles John Steward. These deserters and the Starboard watch that came on board were all in very good order considering the sharpness of guard duty on shore.



Wednesday, it was the Harbour watch's turn, and accordingly, in the morning  
 early we were all up and dressed, and at six o'clock A.M. started for shore. At the  
 point we stopped a few moments to allow some of the liberty men, who were very dry,  
 an opportunity to get where water to wet their whistles. Then proceeded on up the  
 river, at Limerick we brought to, as the Harbour watch had done on Sunday;  
 horses were here in waiting for us and those that chose hired them, all but one or  
 two of the watch preferred riding, and accordingly all being mounted we started for town  
 in a body. The road lies through an uncultivated tract of country, overgrown by a thin  
 shrubbery, which occasionally is interspersed by trees of a much larger growth. A broad,  
 well beaten path all the way, afforded us good opportunity of exercising our equestrian  
 skill, and the ride worth half a dollar. We proceeded toward the town but  
 slowly, as the horses were frequently turned about and ridden back a piece in the purpose  
 of trying their mettle and prolonging the ride. In appearance these horses are anything  
 but prepossessing, but when once mounted they are not found wanting the Spanish  
 saddles and bridles are used altogether and the construction of the bit is such that the  
 least pull on the bridle rein enforces the immediate obedience of the horse; I was for-  
 tunate enough on this occasion to obtain as fine a saddle horse as there was in the  
 crowd and only one of the number was able to par him; we all "raced" of course,  
 but all being in a state of sobriety no accidents happened. Approaching near to the town,  
 the face of the country is gently undulating and quite heavy timber here grows; very large  
 cactus trees were also frequently observed upon the rising ground. At length we entered Jumi-  
 lly; nothing was seen of the place until this time, as we then just emerged from shrubbery,  
 and when it was seen none of us were blinded by the magnificence of the prospect.  
 We dismounted at what was ascertained to be our boarding house, and boys were there  
 in readiness to take charge of the horses. There were delivered with the injunction that  
 they should be again ready for our return and we proceeded to examine our quarters, deposit  
 bundles &c. Our landlord, whom we know only by the appellation of "Portuguese Joe", inquired  
 if we wanted dinner, he, of course, received an affirmative answer, informed us it would  
 be ready in a couple of hours or so, and in this time we were employed straying around the  
 town and getting initiated; by dinner time the epidemic had circulated so freely that  
 many were somewhat affected by it, and before night some were altogether overcome. From  
 this time until the three days were over our food continued; but the dinner, this consist-  
 ed of soup, manufactured from bull head and plantains, sweet potatoes and boiled squash.  
 Bread was a luxury that was dealt out sparingly. There was a fair specimen of the latter which  
 was set for us during the three days. At first every thing was highly seasoned with  
 garlic but this by the unanimous desire of all the watch was dispensed with in some  
 time. It still, however, seemed impossible that any thing could be served up without a  
 slight flavor of garlic being attached to it. The boiled squash was the dish which I fancied  
 most as this was pure and unalloyed; we also were treated to a very excellent decoction  
 of cocoa for a beverage but the latter altogether, went a little ahead of any thing in the  
 boarding line that I have seen elsewhere. Similar specimens were also expressed by nearly  
 all the watch. The price for this fare was twenty-five cts. per meal for each man.



in fact by the skipper so that no deduction for beer was made from our little pile of liberty money, however we managed to get along very well with the board, one great deficiency being supplied by the plenitude of grog, and before leaving, our watch had the land-lords numerous bottles (which, when we went there were full), all empty, completely drained even. This extensive patronage was not confined to our boarding master alone, nearly all of the 22 men, young soldiers in the place received more or less custom from the different members of the circumlocution watch. This frequent imbibing of aqua ardente, of course could not but lead to some foolish consequences: but it was a part of the method of enjoyment, and as such should not be ridiculed. In our day rambles about the town I think we discovered nearly every thing of interest in the place, and from such observations as we took, a slight description of the place may be given: The town is situated on the right bank of the river of the same name on a gentle rise and its locality is in by far the most pleasant place that we have yet seen in Peru. The town extends back from the river about a half mile and along the river perhaps a mile and a half; in this area there is but little unoccupied ground the houses being very compactly built mostly of bamboo, but occasionally a stone, or wooden framed building is seen in the business parts of the place. There are no very handsome nor to judge from their construction, no very solid buildings either public or private here. The most respectable looking edifice is the church, a Roman Catholic one of course. This has nothing very remarkable about it, being plainly built in the former parallel system and surrounded by a belfry. I should think it was capable of containing fifteen hundred persons. Some three or four of us visited it one day during the performance of mass, and then had an opportunity of viewing the interior arrangements of the chapel; nothing very magnificent was to be seen inside. Benches were placed around to seat the congregation, which on that day was very small, not exceeding fifteen or twenty persons. The altar was somewhat gaudily decorated with burning candles and other bright work. Everything of any value being placed on or near it. A gallery was raised at the end opposite the altar apparently for the especial use of the choir or nobles. The music which issued from this assembly of the chapel was rather of a martial sort besides being harsh and discordant; a cornet, a violin and bass drum were the only instruments which we could recognize and an occasional blast, scrape and bang reminded one of a battle field in a town. We made but a very short stop at the church, as the performances were not particularly interesting besides we had matters in hand of importance to us, viz. enjoyment, and being determined to make the most of our time we considered it no impiety to leave unconcernedly, not being a disciple of the faith which the priest was apparently a profane. Another important structure of the place is the calaboose to which additional interest was attached from the fact that it contained some four shopkeepers, and it was owing to this fact that the calaboose received the honor of a visit from us. This building is situated in the row of houses in which a few soldiers were quartered, and is perhaps twenty feet square. It is built of bamboo, and the interior was originally filled with mud, but this in many places had fallen off, leaving openings through which, by a little shoving most things might be passed without injuring a hair, a capacity for values



that of a Jack Sheppard would have experienced but little difficulty, in making an escape from this place of confinement, but the inmates seemed indisposed to make the attempt. The building consisted of only one apartment, and about midships of the floor (which was the bare ground), the stocks were placed probably for the confinement of refractory prisoners, or those guilty of a very criminal offence. These stocks consisted of two large and heavy planks horizontally placed upon the edges, one being above the other. The lower one was permanently fastened but the upper one was fitted to raise and lower: round holes were made, half in each plank for the admission of a prisoner's neck or legs, and when one is so situated with the planks shut together, stretched upon the bars, he is at liberty to philosophize and console himself in the best manner of which he is capable. But escape unassisted is impossible. Our shipmates, together with one who had been sailing as their guide, were the only occupants of the cabin. They all appeared to be contented with their lot, and well they might be under the circumstances. Having money, any small trifle, such as aguardiente and cigars they could obtain as much as they desired, being on very good terms with the soldiers who guarded them. The soldiers apparently felt intrigued that the boys mediated escape and therefore allowed them many privileges. Some of them were helping the soldiers clean their arms, when we visited them, others loafing about doing nothing but drink and smoke, they having a stock of aguardiente and cigars on hand. We learned the history of their doings, which is as follows, being dissatisfied in consequence of our ill success, and perhaps acting somewhat under the influence of too much gin, they had determined to leave the ship and the stranger who was taken with them (a deserter from the Bark Callicorn), was to guide them to Paiza, a distance of about 120 miles. They accordingly laid in a good stock of provisions and aguardiente, crossed the river in the night and travelled for some time, all of them being ignorant of where they were: at length from the frequency of their potations they became sleepy and resolved to rest before proceeding any farther. Accordingly they lay down in the bushes having one awake to stand sentry, but he soon fell asleep also and the next thing of which they became sensible, was the presence of some twenty soldiers who had surrounded them while they were asleep, and with pointed bayonets were demanding their surrender: resistance was useless and they accordingly "surrendered at discretion." But endeavoring to enter into an explanation with the officer in command it seems that he had taken them for spies of the mountaineers, they having been reported as such, but he was soon undeceived in this respect, and ascertaining who they really were, he at first was disposed to let them pass, but on a second consideration, fearing, as he said the governors displeasure, and perhaps slightly actuated by a desire to distinguish himself, he concluded to take them into town and deliver them over to the civil authorities. The route which they took to the town, the boys informed us was much shorter than the one which they had travelled, on their departure therefrom. They had arrived in town before their liberty was up and on this ground they might have secured their discharge from custody, but instead of this, on seeing the skipper, they in-



ed him, without ceremony, that they had sailed with him long enough, and would perform no more duty on board the Arab; for this they were committed to be loose until such time as the skipper may see fit to bring them on board. When we visited them they still held out in their determination to knock off duty, and seemed disposed to take things as they came at any rate.

The third public building which we visited was the barracks where a body of soldiers were quartered: here we saw nothing but the various kinds of weapons used by the soldiers such as swords, lances, carbines, muskets, &c. and the building was apparently as much of an arsenal as a barrack. The soldiers we frequently had opportunity to see, and once witnessed a company drilling on the plaza. There were apparently two different companies in the place, one being quartered in the calaboose and the other at the barracks already mentioned, and from what we saw of them I should think both companies numbered perhaps a hundred persons. Those that were stationed at the calaboose were a very diminutive looking set, dressed in dusty uniforms and armed with a scabbard hat made of pasteboard; we did not have an opportunity of witnessing the drill of this company in a body, but a file of half a dozen or so was occasionally seen parading about the plaza, preceded by a fifer and drummer, the effect of whose tunes we did not ascertain. The other company was the one that we saw on drill. The lance and the sword were their chivalric weapons of war, and being assembled on the plaza to the number of about fifty, the exercise with the lance came first: the manoeuvres with this instrument of death were truly astonishing, the rapidity and precision with which they twirled the lances, was I think never exactly equalled out of Flanders: one of the company in turning the lance above his head, so unfortunate as to hit his own paper hat and knock it off. The latter man took no notice whatever of this accident, but remained as immovable as a statue until the officer in command picked up the hat and again adjusted it on his cranium. At the same time the officer gave the unfortunate who committed the deed, a rap on the side of his head in a very unsoldierlike manner, and then the drill continued.

After the performance with the lance was over the sword exercise followed, and fifty sabres gleamed and glittered in the sun, one after the other in rapid succession. The manoeuvres having been repeated several times until the drill officer was apparently satisfied, the ranks were broken up, the plaza and the soldiers dispersed probably glad that drill was over. This display of the soldiery which we witnessed, we were informed was more than ordinary, and was owing to the disturbed state of the country. The party now in power are continually trembling for their safety and we heard daily reports that the mountaineers, or mountaineers are about to advance upon the town. This creates a great excitement among the natives, and should the town be attacked, I think they would show but little resistance, the very name of mountaineers being enough to make them tremble. This insurrection is general all over Peru, and we frequently hear of skirmishes between the contending parties in the ever varying country. Had it not been for this contention our shipmaster who departed would probably have been allowed to pursue their journey uninterrupted. The river is a convenience which the inhabitants with water for domestic use, which is carried to different parts of the town by jockasses, though



this is not made a business of, as is the case in some South American cities. At the river side in the morning, a long line of washwomen may be seen, each with a large basket of linen. They are busily engaged in cleansing, using the river for a wash tub. These washwomen are generally very black and shiny and are probably in the employ of the aristocracy. Besides being used for a wash tub, the river is also used by the people of Lima in performing their daily ablutions, morning and evening. The bank is lined with the inhabitants, both sexes, assembled for the purpose of taking a bath and citizens, soldados, senoras and senoritas, all mingle in the same flock and while our watch remained there we were frequently to be found in with the crowd. A bath was generally very refreshing as it was usually preceded by frequent bathing which however, were perhaps excusable as more fun was to be had in this manner than any other. The watch did not generally get under way until towards night, and in the evening a party might have been seen considerably ebbed traversing the streets in single file and the boys in town following. Under drill, the steers of our boarding house in the advance performing upon the guitar which performance was accompanied by vocal music and in such a manner the party would pass through every street in the place where they could attract any attention every shop that was met with on the line of march received a benefit, and the citizens of the place looked on such proceedings with no small degree of astonishment. These nocturnal rambles would continue until the small hours of the night had arrived by which time it is not singular that some of the party should have become little inebriated, but they usually found their way to the boarding house, the sleeping apartment of which was "open at all hours" and once there the choice of a bed was of but little importance as they were all alike and consisted of nothing more or less than bamboo. Of fruits, at the town we found coconuts, bananas, plantains, melons, oranges, lemons, pine apples, guavas, and a host of other different kinds of excellent fruit which I was unfamiliar; any of these fruits could be obtained at very reasonable prices. In all our amusements at the town none of the inhabitants interfered, and they apparently were pleased to see us enjoy ourselves. No serious damage was done, but perhaps the sailors were sometimes a little indiscreet at any rate when the third liberty was given over all the watch seemed to think they had been having an excellent time. But as a general thing they were satisfied to leave for the bark and give the starboard watch another chance. Accordingly at about three o'clock in the afternoon, yesterday (Friday), all (with one exception) being ready, and the horse having also been brought for use, such as chose to ride, mounted and the party, I think for Lomonte, having reserved half a dollar a piece for horse hire, I was of the mounted party. The only one of the watch who was missing at the time of our departure from town was John P. Smith, the reporter. We had an excellent ride from town to Lomonte, and arriving at the latter the horses were delivered up and after making a short stop we embarked in the boat



point, arriving at the point as made but a short stop, and at eight o'clock in the evening the whole watch with the exception of the carpenter, arrived at the Arab once more after being absent from her for a longer time than we had been before since leaving Sierra. On board we found things in a state of very disorderly confusion, the decks being littered up with casks considerably but they got along with the work very well having been busy receiving and discharging cargo. On Thursday four casks containing 550 qts. of oil were delivered over to Lomonte, and the same day they had received on board a couple of barrels of limes and a lot of corn nuts, the latter being placed at the disposal of the hands. Yesterday (Friday) the Starboard watch were employed breaking out the bolt for various articles, and getting off wood. A Bunge came alongside at three o'clock in the afternoon loaded with sweet potatoes for us; fifty barrels of them were taken on board, and the Bunge was then started astern for the night. The cutter Vigilante arrived yesterday from Paita but another vessel's departure kept those of Bunge's time to her. This (Saturday) morning the Starboard watch went ashore at eight o'clock, bound up to the town for more liberty, and nothing has since been heard of them but by this time they are probably at the height of enjoying themselves. The Starboard watch have to day been employed in getting off wood and taking on board the remainder of the potatoes. The Bunge came alongside again, 12 barrels of potatoes have been received altogether. Also, 100 pumpkins were to day taken on board. This has been the sum total of our laborious occupations for this day, and thus we are all got through with in good time. But little else now remains to be done, and I think by the termination of another week we shall be nearly ready to leave. The Captain remains up town altogether having been on board but once or twice since he first went, and on those occasions he remained merely long enough to transact the business which sent him. The deserters yet remain in Paita, requiring but at the last accounts which I considered as being very foolish, for in all probability they will eventually be brought on board and kept in confinement here until they go to ship. The desertion altogether was a foolish one: not that Polanco and one of the crew if they go about it right, but to act in the manner which they did, it is only to be wondered at that they were not taken before; but they set out with the confidence of drunken men, and being all so intoxicated as they were, and so many together all ignorant of the route which they were travelling, they made out full as well as could be expected. The carpenter still remains absent and nothing has been heard from him since yesterday morning; he was missing all day yesterday and being off alone, and being by no means last seen, he will probably get clear. It was somewhat of a surprise when it was first ascertained that some of the crew had deserted, the only reason which those in the calaboose give for their desertion, is that they were dissatisfied and discouraged of our ill success in taking oil. None of them, I believe, complain of ill treatment but all think they can better their condition by going. The Starboard watch are now probably receiving the oil from the Bunge but



our watch are to have one more run yet, how many more will now be left by the time this liberty is all over yet remains uncertain, but the best chance in my opinion is probably the best. Those that have deserted made no previous preparations, such as getting clothes ashore, &c. but a foreman's hands wardrobe is not what it used to be, so that what any of them may leave behind is unlikely to be any great loss to them. The sailor men in going ashore on liberty here do not make quite such a flashy appearance as they did in Talcahuano; white pants and blue shirts are not quite so plenty now as then, and almost any clean suit will serve for a go ashore dress; however, the place does not require a very nice suit of clothes, especially while the sailors amuse themselves in the manner which our watch did.

The weather all this week has continued fine and pleasant, as usual; light breezes have prevailed as on the preceding week, but the surf still continues to roll in as heavy as ever, and shows no signs of an abatement; the cause of this is perhaps owing to rugged weather outside, as a considerable swell is continually rolling in from seaward. But this entry has now extended to a sufficient length, and we will therefore patiently await the development of another week for the subject of another entry.

Saturday, December 9th. 1854. This date still finds us at Tumbler, and with but a very little better prospect of leaving than there was when the week commenced. At the close of the last entry the Starboard watch went off up to the town on liberty; they also remained absent all day Sunday, and a boat's crew of our watch were also off; of this party I made one, we obtained leave to go up the river for the purpose of washing a few articles of clothing, and starting early in the forenoon proceeded up as far as Somonter; here the wearing apparel was washed and hung upon the bushes to dry, and as there were at liberty to cruise about on the plantations, which we did to our satisfaction, eating such fruits as we found ripe, of which there were several delicious varieties, and remaining there until the middle of the afternoon when the clothing was dry, and we then started down the river for the bark arriving on board in good season. None of the Starboard watch appeared before nightfall but at about two o'clock on Monday morning the boat arrived alongside, bringing on board those that went ashore, no more of their number having attempted to desert. They had been waiting on the point several hours for the tide to rise so as to enable them to come out of the passage, and while waiting there, the vendors of sugar niente had evidently received considerable custom. Some of the watch arrived on board a little "light". Soon after the boat came on board Monday morning, the Starboard watch went on their liberty and at daylight we were once again up the river. This time we did not disembark at Somonter but proceeded on



with the boat about two miles farther up the river and landed at a plantation that two Americans were just established on one of whom, a man by the name of Halshaw, was an acquaintance of our men. Landing at this place no horse was sent us, and we consequently took a foot passage to the town, a distance of about three miles. The walk up, was a very pleasant one through the woods, and being in no hurry, it was not very fatiguing. It was near noon when we arrived at the town and "Portuguese Gole" beef soup and boiled squash I think were soon after relished as much as my meal we ever eat there. The programme at the town, with our watch during this visit was very similar to that of the preceding one, and nothing new of much interest was observed. I believe we had explored the town thoroughly on the first occasion. An object of considerable amusement to our watch when we were there the first time, on this second visit was missing; this was a crazy little padre who had come down from Guyana. When he first arrived in Timbety he was extremely well dressed but being off on a "bunt", when we last saw him he was sadly altered, and looked the very prototype of a "used up man". I remember that he had traded off for an old cap that was once glazed but had been in glo-  
 ging in many places & a fine broadcloth coat he exchanged for an old worn out poncho, the pants he still retained but they were badly soiled and torn so that he would hardly have lost anything by the exchange of them. He was evidently a man of education and had with him numerous papers, which we took to be some credentials or something of that kind. His principal peculiarity was an extraordinary love of aguardiente and his appetite in this respect was gratified to the extent of his ability. He was continually getting off some portion of the Roman Catholic church service in Spanish or Latin and once I saw him enter a grey shop, kneel down at the bar, and after repeating a prayer in Latin get up and call for something to drink, although he was continually drinking yet we never saw him "kicked up" altogether. It was perhaps wrong that he should be made a source of amusement to us, but he was continually forcing himself in to our society, and notwithstanding his infirmities, he was very good company. However, we had to get along without him. While on our second liberty visit make our own fun thus we managed to be after a fashion, and Tuesday afternoon, the liberty being then nearly over, we started on down along, some taking the road to Somonster by horse and others travelling for Halshaw's plantation by the boat. I was of the latter party. Upon arriving at the boat information was given to the mate that some of the watch had not started. Two of them were missing viz. William Bridals and Charles Parker; we did not stop however, but proceeded on down as far as Somonster where the remainder of the watch were, with the exception of the two above mentioned; these two had started ostensibly for the boat, from town about the same time as the rest of the watch, but nothing more has been seen of them on that day, and we started down the river from Somonster without them, arriving on board the bark at seven o'clock P.M. The Starboard was being very short-handed and we accomplished much while we were away. They were getting off wood and stowing it away and in the afternoon on the same day we returned (Tuesday), delivered thirty nine barrels of musket dig, and four barrels of shot and ten barrels of powder to a Mr. George that came on board. The cutter Vigilante



we ascertained had sailed on Monday, but as it far overbalanced the loss of her society, the whole ship Rousseau of New Bedford, Capt. Pope had arrived on Tuesday, and since this time we have enjoyed ourselves with additional zest, having someone to associate with in our amusements. The crew of the Rousseau were slightly regiminded both, having previously galled them in Arctic regions, from whence they had just arrived having taken 120 bbls of bowhead oil. There, the Arctic fleet generally, they reported as doing but poorly when they left. Tuesday furnished up the regular liberty of the sailor men, although we have since had plenty of opportunity for enjoyment on shore. Wednesday all hands once more on duty and busy getting off and stowing down wood. One boat crew were off up to the town all day, going the whole distance in the boat. At night they returned and brought in board Chas. Tobey, Peter Johnson, Jas. Tiggart, and Wm. Cunningham, all in irons, and all still refusing duty. Jas. Smith the other seaman, for too freely expressing his opinions to our skipper was left in the cala bouse alone, as the sailor who was confined with our boys had been previously discharged from custody. Iris Dale and Parker the two men of our watch that were missing on the previous day also came on board, stating that they had remained ashore against their will, as upon arriving where the boat lay, direct from town on Tuesday, they found none to their surprise, some time passed however, but they correspond with the one which they spun to us at the time, just previous to our departure therefrom. The prisoners upon their arrival on board were placed in different parts of the ship, and all hands were forbidden to hold communication with them this order however was not very strictly complied with. Thursday all hands employed getting off wood and working out ice. Yesterday (Friday), busy pumping oil from the ground tier, main hatchway, and filling this tier with salt water. Some half hundred pumpkins or more, and two or three half barrels of limes were received on board. These latter are very convenient to make lemonade with in a warm day, but they are sent on board for the purpose of obtaining juice from them and a considerable quantity of lime juice has already been bottled for future consumption. If the prisoners on board Charles Tobey, formerly steward, and James Tiggart seaman yesterday concluded to make the best of a bad matter and return to duty, accordingly making their acknowledgments to that effect, they were released from confinement, and allowed the same privileges as the rest of us with the restriction that they were to remain on board during the rest of the time we are here. Tobey became a foreman hand, and Charles Parker's was a second time appointed steward. To day (Saturday), but little has been transacted on board, one boat crew went up to the town this morning and the remainder of us have been occupied in setting up the new top rigging, getting the boat out of mud and taking on board from the Rousseau 300 lbs of sugar. The boat from town returned on board this evening, and with the crew were John Barrett, an American seaman, and a deserter from the bark Calloway whom the skipper has shipped as a boarder hand and who is consequently now a fully entitled member of the ship's company. The boat crew also brought us the news



that Smith the runaway carpenter had been taken, and is at present lying in the calaboose. This news was somewhat surprising to us as it was thought he had taken a final leave of us, nothing having been heard of him in so long a time. He was taken on Thursday night last, within the precincts of the town, a reward from the captain having excited the cupidity of some of the natives which led to his apprehension.

The times lately, since the arrival of the Maussian have been far more lively and interesting than before that event. The crew are a very swifft set of boys and with them we can have a first rate gam, on board or ashore. The schooner Santiago yet remains here with us and with her we are lately getting more familiar, the crew of her however is of course very small, but the few that compose it appear to be nice fellows.

The weather for the last week has been, as before, very pleasant and the heat not over oppressive, in consequence of the prevalent light sea breezes; the surf still rolls over the bars, across the passage into the river, with such impetuosity, and so heavily, that this passage is but little used, and the long route by the lee passage renders bringing off wood slow work, but it is now nearly all on board and I think I may say with confidence that the termination of another week will not find us lying in port, unless some unforeseen circumstance detains us.

Thursday, December 16th 1854. This date, as was anticipated last week finds us once more on the sea. The daily pull to the point, the merry tunes on shore, and the calm still waters of the port have all disappeared and given place to another scene. The broad Pacific again floats us and the ripple of its dark blue waves are once again heard as the boat gallantly dashes through its waters. But a space of time spent in port has not yet been accounted for and therefore to do up the Journal from the last entry. Last two of the crews were in shore at the river, returning at night. John P. Smith carpenter was brought down from the calaboose in iron, and placed separate from the other deserters that were taken in iron. But receiving the same treatment as those he also requested as did the others, in refusing duty. The circumstances of his desertion, and capture, were as follows, he had left for the same cause as the others, viz. on account of being dissatisfied with our ill fortune but he had taken no counsel, gone off alone and stowed himself away in the canoe broke, near the river below the town. Here he had lived for the space of six days subsisting on a few provisions he had brought from the town together with fruit and vegetables which he obtained from the plantations in the neighbourhood; water he procured from the river and understood that he would have lived there more happily for any length of time if unfortunate in war and not been taken sick. But being seized with an attack of feverishness, or something similar he had on the night of the 11th ventured into the town in pursuit of possible some relief without being detected, but he had scarcely been there before he was apprehended and taken to the calaboose. Another accident happened in the breakers last Sunday by the capsizing of a boat, but fortune



tely no one was lost or injured. The accident however did not happen to any of our gang this time, as old Bonmonte himself and his gang were the sufferers. He had left the Bourreau and started for shore, and while on board the Bourreau he had observed that so long as he had the steering oar in his own hands he apprehended no danger while going through the surf. But the old fellow had the boat under his own guidance when the accident happened. Captain Norton of the schooner Santiago was a passenger in the boat at the time and he in his holiday suit was also immersed with the rest of the crew. The boat was seen to capsize from our bark, and the senior gods and his companions were observed kicking and flailing in the surf like so many poor devils, but they were all rescued with no further damage than that sustained by a good ducking, by a boat from the Santiago, who lay at no great distance from the scene of the disaster. A boat crew of men that were left on board by the departure of the mate and gang, on Sunday morning, took a quantity of trade and went ashore on the point to dispose of it, but finding little on the point for which to trade we returned without having succeeded to obtain what the boat went in for. Now returned we were hailed by the commander of a small balsa and not knowing what he desired we went alongside of him to ascertain, and found that he wished us to remove his anchor further from the shore, as he was afraid of being drifted into the surf which was rolling unusually heavy. We complied with his request and in payment received 2 marks, nicely cleaned for cooking. The fellow must have been a cannibal himself if he expected us to eat of such viands. These balsas form one very singular peculiarity of this country shipping. They are composed of nothing but large logs placed fore and aft and thwartships in sufficient layers to raise the deck high enough out of water to prevent the sea from breaking over them, and on the top layer of logs, or the deck, the cargo is placed. The propelling power is wind, the balsa being furnished with a large lug sail which hoists up a stationary mast. Several of them have come in from Payta while we lay at Tumbes and they managed to get along through the water at a very respectable rate, but how they do so seems a mystery, for they are as square at the four corners as right angled parallelograms. They all proceeded up the river to discharge cargo at the town, the cargoes being mostly salt in oblong cakes perhaps two feet in length by six inches in width and thickness. The little one that we assisted on Sunday had no cargo on board and if she had been loaded with anything which water could injure her cargo would have been spoiled, as the water was continually dashing clear over her the sea being, or usually rough, but on a slight raising in the centre the two men who comprised her crew rode out the gale. Another specimen of South American ship building also visited Tumbes while we were here, which seemed to be the most plus ultra of an awkward rugged vessel. She was I should think of about thirty five or forty tons burthen and had but one mast on which were crossed three yards one above the other, 'top and top gallant' all over. This vessel was counted by the natives to be very suspicious looking craft, and surmised to have brought a por-



of mountaineros who were about to attack the town; this news being received at the town a boat was manned and the "captain of the port", or some other personage of rank came down to investigate the matter, before going alongside the suspicious looking craft he came on board of us, and had a cup of coffee to "wet his courage cheerie", then reluctantly left us and proceeded in the direction of the square rigged sloop prepared for a desperate encounter as in the boat were the sword of uniformed hero together with a brace of pistols they approached the stranger with wariness but finally went alongside of her without receiving any opposition from the redoubtable mountaineros whom they expected to find and after remaining there for a short time they again returned to us, and from Hathaway an American planter who had accompanied them from us, we ascertained that the singular looking vessel that had excited so much concern, was altogether innocent, having come from Puyaguit and bound, I believe to Paitan; she had put into Tumbes for the purpose of drying some portion of her cargo, which was the case. This is but one example of the dread in which the people of Tumbes hold the opposite party, and the square rigged sloop was probably a specimen of Puyaguit architecture. The bungaloes are very respectable looking sloop boats of a boat fifteen or sixteen tons, generally decked over carry one lug sail and are very useful in such a place as Tumbes, as they go through the surf with ease and money all transportation from the town to the shipping, or vice versa, is accomplished by them. They also run to near Paitan, as Puyaguit and Paitan.

Monday, sailors employed getting off wood and setting up rigging the boat to sail was about and the fore top of the boat yard crossed, this indicated that it was decided to depart some time or other. If the foregoing labor however our boat crew were done and I was fortunate enough to be one of the last crew on which I was about to set myself as we were bound on a sort of pleasure or excursion up the river. The mate was in command of the expedition, and starting quite early in the morning we proceeded up the river as far as the plantation, as it was on his plantation that we had come to pick tamarinds we brought to at his casa, which was on the course of construction and after remaining there a short time leaving the mate we proceeded a short distance further up the river where on the opposite side the tamarind trees were found; here we disembarked and found the trees loaded with the fruit, as the residents of the country seldom ever bother themselves to gather it, the tamarinds were also fully ripe and easily shaken from the trees in which manner we gathered nearly two barrels and returned to Hathaway's plantation house. Here we had a very good dinner of excellent fruit and enjoyed ourselves first rate, the proprietors of the plantation being none the less, as is generally the case in such instances, to associate with and entertain a sailor, as though he was human. The two on this plantation were the only European residents that we saw there and they had been there but a short time. The plantation they had inherited from their parents and were intending to cultivate it with more attention than is usually paid to such business around Tumbes, and already they had made considerable progress. Their intention is to supply vessels visiting the port with all such commodities as the country affords as soon as they get successfully to work. They were employed when we were there in building a very neat house of bamboo after the fashion of the



country, clearing away the cane brakes &c., but three or four domestics were then employed, but more were hired in busy times. After making out a day of it at and about this plantation, we started for the ship and arrived on board in good season, well satisfied with the day's enjoyment. Returning we found that the schooner Santiago with a cargo of sweet potatoes had sailed for San Francisco but by her departure we did not experience much loss of company as the Rousseau still remained. On Tuesday the crew of the preceding day were again appointed to man a boat bound up to the town; this appointment, I suppose was made on account of our supposed trustworthiness, ahem, but I fear that the conduct of the "picked crew" on this occasion, scarcely merited the good opinion which it had previously gained. However, the excursion, the object of our voyage was to take some oil and other articles up to the town, and we had a very pleasant time.

This was the first opportunity I had obtained of going to the town by water, although boats had frequently gone up that way. As far as Flathaway's plantation I was acquainted but beyond this new scenes appeared; the whole scenery on the river above Somontes is far different from that below; on the tamarind excursion we got slightly introduced to it, and on the next to the town the next day still more of it was seen. The river banks for the most part are low, generally covered at high water, and a thick growth of mangrove occupies the marshy ground; but above Somontes, the scenery is far more picturesque and romantic; the banks of the river are higher, the trees larger and much more luxuriant, and in fact everything assumes an altogether different aspect: on the right, proceeding up the river, the country is mostly woodland, birds of beautiful plumage cover the branches and their musical voices are blended with the incessant chirping of flocks of parrots and paroquets, in harmonious melody; on the left, large fields of sweet potatoes, well cultivated plantations, and very respectable looking bamboo houses in groves of plantain, bannan orange, and lemon trees are observed from Somontes to the town and in this distance all the caracs crowd this side. Directly opposite the town quite a clearing appears and an elegant looking bamboo house is reared, apparently belonging to some of the 'upper ten' as we say on liberty. One evening the house illuminated on the occasion of a grand soiree. The whole length of the river, as far as the town, the scaly alligator and the slimy guano are to be seen but they both usually vanish on the approach of a boat. An alligator we were unable to obtain. But a guano we had an opportunity of examining as the mate shot one on one of our up the river excursions, and a more hideous looking object could not well be imagined. This one was about three feet and a half in length from the end of its nose to the extremity of its tail, and the body tapered gradually from front to tail; the head is very small for the body, the eyes green and glittering, the legs short and the tail nearly twice the length of the body, the whole being encased in cold slimy scales very much resembling those of a serpent. These animals are generally to be seen sitting in the top of



a clump of bushes by the river side, or stealing along over the branches in pursuit of a bird like a cat after her prey: on being disturbed they generally, if near the water, let go all and disappear beneath the surface, where, being amphibious, they can remain as long as they choose or at least until out of all danger: there is a species of guano that the natives eat, but the specimen which we obtained, they informed us at the point, was not of that species. However this long digression is somewhat a digression: we were bound up to the town, the boat was in charge of the 3d. mate and at the town we arrived in due course of time, here we found a watch from the townsmen ashore on liberty, and as they were well supplied with ferments, we most undoubtedly had an excellent time at their expense and by the time we were ready to take our departure the boat crew were taken as a whole a very jolly set of fellows: the passage down the river was, however, easily accomplished the tide being in our favor, and consequently it required but little exertion on our part, to propel the boat. The officer in command and one of the boat crew had a terrible war of words on the passage and were mutually desirous of exchanging blows but it all blew over without the arrival of such a desperate encounter and each became reconciled to the other in as short metre as they had previously entered into the quarrel. It was one of our orders to proceed to a plantation located on the river turning to the left at the governors mansion, and we were there to obtain a load of pumpkins to carry on board; agreeably to this order we accordingly started down the left branch and proceeded in this direction about a mile then found the water so shallow that it was with difficulty we could get along, and not being overanxious to go to so much trouble as had been laid out for us we concluded to turn back and go to the ship without pumpkins, which was accordingly done. The scenery in this branch of the river was not very diversified and consisted of nothing but a thick growth of small trees and branches: passing the governors mansion on our return to the main river, one of the crew (the same that was in the row with the 3d. mate) inquired what I thought that was declaring he had never seen it before (although he had, a dozen times or more): he was not even aware that we had diverged from the main river at all. This may serve to indicate in what condition he was and others of the boat crew were similarly affected, though in a less degree: we however again entered the main river and continued on towards the ship arriving alongside at about four o'clock P.M. all by this time being in passable order. Tuesday on board the ship was passed away in getting off wood and stowing it down. The main topmast was in a bent and the yard painted. Wednesday, one boat was as usual up the river, but I believe that nothing particularly interesting occurred. One boat load of wood was brought on board which finished the wooding, this was certainly very agreeable, as going ashore for wood is by this time lost all its novelty: altogether, nearly thirty boat loads were brought on board. Also on Wednesday a barge came alongside and received twenty one barrels of muske, & got rid of them, this nearly took the whole. Thursday, employed at the ship in getting up the main rigging, hauling the main



topsoil painting a boat and smoking ship. One boat and crew were up the river all day and being one of the picked men, I accompanied the crowd. We experienced nothing unusual through the day, enjoying ourselves as well as common but with the shades of evening came the fun: we had gone down to the point late in the afternoon and finding the tide low the skipper, whom we had brought down, chose rather to wait for the rising tide and use the lee passage than go through the surf and we accordingly composed ourselves to sleep half the night. A portion of the Bourgeois crew were ashore with us, also waiting for the rising tide and between us we managed to raise considerable fun. Skippers and all other cutriders departed for the inhabited portion of the peninsula or rather island which was some quarter of a mile from where the boat lay, this was at the extreme point where there are but one or two small chalets, erected merely as a market place, and here the sailors on that night most did congregate. A quantity of sweet potatoes were handy to us and monopolizing the fire of the native family, which was burning on the sand, each individual employed himself in roasting sweet potatoes, aguardiente somehow or other, no body seemed to know how was continually being passed around the social crowd encircling the fire, and for some time each succeeding passage of the bottle rendered the circle still more social; roasted potatoes were in great demand and this that put the most on the fire were far from being sure of the largest roasted number; one of the Bourgeois crowd a "Pat" suffered in this particular more than any other one of us, and as the soothing influence of the aguardiente began gradually to steal over him he found it very difficult to keep the run of his potato, and was continually making inquiries respecting it, when at last completely overcome by the aguardiente he "laid back on the sand" the words "where are my potatoes" were trembling on his lips. At the more settled portion of the point the other gang were enjoying themselves and I believe amongst them they secured up a supper. It was about midnight when those in command got ready for a start the sleepy ones in the sand were awakened and all hands of both the Bourgeois and our crew started down the lee passage arriving alongside the ship at one o'clock P.M. of yesterday Friday. This was the first occasion on which I visited the shore of Turnberry and the enjoyment on this occasion was far from being the least we experienced on one visit. The captain and Joseph Silva & Pequere whom the captain had shipped as 4th. mate both came on board with us, and accordingly yesterday morning all hands were on board whom we intended to take out with us. A small crowd however still remained, which consisted of taking a couple of barrels of oil up to the town and with these the 3d. mate started early in the morning at noon he had returned, and after making a few preliminary preparations for sailing, at three o'clock in the afternoon the anchor was cast after having lain in the bottom just an hour and a half and with a light breeze from N.W. we stood N.E. making all things well and leaving Turnberry the point of the river and the Bourgeois with her crew to go down stream, all alone. The crew which came



into the port with us all came out with us, with one exception. This was James Smith, a man, the deserter of the Starboard watch. That he, of all the deserters, should only be left behind appears rather singular but for this, the skipper probably had his own private reasons. Smith had used his tongue pretty freely and talked very plainly to the captain who was perhaps somewhat intimidated by his words, and therefore left him. Smith at the last accounts was out of prison, and free to go where he pleased. William Cunningham, Peter Johnson and John P. Smith sailed from Tumbuk with us, in irons, still requiring duty. The other of our crew that had nearly been forgotten was also left at Tumbuk. This was the dog returned in the Indian canoe who, for his alleged mischievous propensities was ordered ashore by the captain. We frequently used to see him while on shore and on these occasions the poor abused animal recognized us with delight; however, to compensate for the loss of the dog, a couple of goats, some dozen or more of pigs and as many hens and chicks were shipped which lot gives the deck quite a barnyard appearance, and with all there on board yesterday afternoon, Dec 14th 1844, we bid adieu to Tumbuk.

After our departure from the anchorage the breeze continued light from W. until seven o'clock P.M. and then shifted to S.W. This was not altogether unfavorable, and under all drawing sail we stood W. The breeze from S.W. accompanied us through the night and was also with us this (Saturday) forenoon. Close hauled the ship was heading W., but in hauling to S.W. the wind this afternoon knocked us off W. N. W. in which direction we are still proceeding. The main land was to day visible a long distance to the Eastward but this has probably the last view we shall obtain of it for a long time perhaps forever. The watchmen have been employed to day in stowing away cables, getting anchors on the Bow and otherwise making things snug for sea, as is usual in departing from port, and they have also been busy in fitting up the Bow boat of which I suppose Mr. Sepia, our new 4th mate is to be in charge, may successfully attend his efforts to improve any in the bettering of our condition. The weather during the past week, on our out of port has been extremely pleasant. At Tumbuk, during the whole time we lay there not a drop of rain fell but the weather was invariably the same, the sky always clear and the atmosphere was rendered calm by the continual light breezes. This in such a latitude I hardly expected, but so we found it. This afternoon two of our shipmates that were in irons viz. Wm Cunningham and Peter Johnson have been performing their duty ashore to our satisfaction; having at length found themselves in error they concluded to confess the same, and thereupon were immediately released and put on duty with all the privileges of the rest of us. Smith, the carpenter, still remains obstinate and insistent in refusing duty but must lately have actually succumbed to the force of circumstances as the others have. Looking at the subject coolly and dispassionately there can be recognized nothing dishonorable in an acknowledgment of it upon our side, but by far the worst and best way in such a case is to give in with a good grace, make the best of it and try



back for another chance when the odds are more favorable. Previous to our departure from Tumber I bid adieu to all companionship of the "after guard" and with all my traps made a removal to the forecabin where I was heartily welcomed and thus at last the accomplishment of my desire was fulfilled: the abode of over a year, I left, and am now duly installed as a foremast hand of the "Arab", with all the rights and privileges pertaining to the situation, and so far I have had no cause to regret either the change from the cabin boy to the foremast hand, or that of living aft to a berth in the forecabin.

Our course now lies in the direction of the Gallipagos islands, from whence we proceed to the "offshore ground", cruising on the journey, and the cruise will probably terminate at the Sandwich islands. This cruise hardly bids fair to be a very interesting one, but it may prove a successful one, and if so, it will be distinguished, in one respect at least from the two preceding ones.

An observation obtained today Dec. 16th, placed us in Lat  $3^{\circ}25'P.$  and the Long. by observation was ascertained to be  $80^{\circ}57'W.$



The passage from Tumbez to the Sandwich Islands.  
 including cruises of the Gallifrey group,  
 and on the "off shore ground."



Saturday, December 23d. 1854 The week terminating with this date, notwithstanding the length of time which we were previously lying in port, has passed off very agreeably and I think all hands feel far more at home on the sea than they did in port. No particular change of our general circumstances has taken place, but if there have not been bettered, still we have no cause to complain that they are worse. The state of wind, weather &c, for the week as a general thing has been favorable, and was as follows: on the night of Saturday, the 16th ult. a fresh breeze from S. by W. attended us, and with this the boat was shroued W. by gallant and all other light sails were brought in by the freshness of the breeze during the night. Sunday the wind was fresh breeze from S. and from this direction it continued to blow uninterrupted until Tuesday night, but not so freshly but that all sail could be carried, the weather the meanwhile continuing pleasant, and the course being W. the whole time. Tuesday night and Wednesday were without wind from S. by W. and we were obliged to lie to the sea westward. On Wednesday night we took a fresh breeze from the S. E. and ever since that time.



this breeze has continued with us blowing light and steadily all the time; with  
 it we were on Thursday, steering S.W. by W. and the same course was also steered  
 up to the day yesterday, but at three o'clock in the afternoon we kept off N.W. by  
 W. in the direction of the Saltpagos islands, coming to the wind last night, as  
 we had usually done, we were hauled down S. S.W. under short sail all night. This  
 morning sail was again made and we steered off S.W. through the forenoon but  
 this afternoon have been steering W. by S. At sunset this evening sail was short-  
 ened and we came to the wind heading to the Southward. This has been the  
 usual performance at sunset of every day this week, sail being generally reduced  
 to double reefed topsails and with the mainsail hauled up we stand along on  
 the wind through the night making but little head way. At daylight sail is re-  
 gain made and we proceed on our journey bound off toward the Saltpagos islands.  
 Boat crew watches are stood from sunset until daylight when all hands are called  
 sail is made, and until breakfast time (seven o'clock A.M.) both watches  
 are generally employed in any kind of work that happens to be going on. After  
 breakfast regular sea watches are again stood until sunset and the watch below  
 is interrupted only by the lowering of the boat. The weather has been very pleas-  
 ant all the week and it is so long since we saw a rain storm that a good shower  
 would seem very refreshing. The watches, as might be expected have been ex-  
 tremely busy all the week and have been employed in the following manner.  
 Monday They were busy repairing the bow boat, stripping old junk and fitting  
 rigging. At four o'clock in the afternoon the Bow Boat had been put in order  
 and she was accordingly put out on the Bow cranes since then she has been  
 put in readiness for whaling. Tuesday the employment consisted of breaking  
 out water and manufacturing sword mats. Wednesday turning in the fore top-  
 mast back stays and other fitting rigging. Thursday fitting rigging. Yes-  
 terday the job was sent in repaired, and at four o'clock P.M. again bent in good  
 order. To day we have been busy fitting rigging, breaking out water, the  
 2nd. water boat and making spun yarn. Thus it will be observed that we have  
 passed but few idle moments. The piscatory tribe have been quite numerous on  
 our cruising grounds of the present week and they too have furnished us with some  
 employment. On Sunday we saw quite a multitude of porpoises and finches  
 but there were not of sufficient account to stop a watch below. On Tuesday  
 ever we had no cause for congratulating ourselves in this respect. porpoises, finches  
 and blackfish, were all observed in the forenoon and for the latter we of course  
 had to lower but after waiting for some time, unsuccessful by the boats all retired  
 on board with nothing to repay us for our labor. In the afternoon of the same  
 day, the blessed vision again appeared another shoal of blackfish were raised, the  
 boat lowered and started off in pursuit, and at last they again returned to  
 the ship, no better success having attended our efforts on this occasion, than  
 had experienced in the forenoon. On the afternoon of Thursday, we made our  
 attempt; another shoal of blackfish were raised, and as usual we dove down with the



boats and after them, but with considerable chancing we were unable to strike and accordingly returned in vain. I say the last sight of the ocean class mammalia was observed and pronounced to be a school of herring. We did not molest the catching of them being altogether out of our line of business. The ground over which we have passed thus abounding in fin fish, porpoise, black fish and herring, has appeared lively but no signs of sperm whale has been observed amongst the throng.

What as important a transaction as has come under our notice lately, was the proceedings relative to our carpenter John P. Smith. he left Thunder with us in irons and the other prisoners were all released so that at last he was alone in confinement and still refused duty. Thinking probably that he would at last succumb to the others and to the shipper subjected him to no very rigorous treatment until Monday morning last at the expiration of this time he still continued perverse and recourse was had to more severe measures to bring him to. Previous to this time he was merely handcuffed, and obliged to stop between decks being also forbidden to have any intercourse with the crew but having the same food as the rest of us. At nine o'clock in the forenoon of Monday a change took place in the proceedings relative to him: he was then brought up from between decks, put in double irons and thus bound he was carried out to the side house on the larboard quarter where to reflect upon his condition and diet on short bread and water until such time as he should be fit to return to duty. This treatment was too much for him, he could as he afterwards informed us, get along very well with the wristlets, but the "durbies" on the ankles were altogether too uncomfortable and put too much restriction on the movement of his limbs and therefore, after remaining in these circumstances for nine hours, at six o'clock in the afternoon of the same day (Monday) the shipper was sent for the carpenter made his acknowledgements and this being all that the shipper required of him, he was set at liberty after having promised to be a "good boy" for the future. He then returned to the fore-castle where he now enjoys the same liberties as the rest of the sailor men. And thus the last of the Thunder deserters has been disposed of being all with the exception of Mr. Smith, seamen in the same circumstances as they were previous to entering that port.

Our advancement for the past week has been in a westerly direction, but our progress is very slow and shortening sail every night we may be supposed we have not got along very fast. This state of proceeding will probably continue the greater part of this cruise, as all along the intended route sperm whales are frequently seen, and we have yet plenty of time to cruise ere it will be late enough to depart for Northern regions again. Observations of the week have placed us in the following situations.

Dec. 17th Lat.  $3^{\circ} 08'$  S. Long.  $82^{\circ} 41'$  W. 18th Lat.  $4^{\circ} 58'$  S. Long.  $82^{\circ} 45'$  W.

19th Lat.  $3^{\circ}$  S. Long.  $82^{\circ} 55'$  W. 20th Lat.  $2^{\circ} 50'$  S. Long.  $84^{\circ} 11'$  W.

21st Lat.  $3^{\circ} 06'$  S. Long.  $85^{\circ} 38'$  W. 22d Lat.  $3^{\circ} 55'$  S. Long.  $86^{\circ} 55'$  W.

23d Lat.  $4^{\circ} 15'$  S. Long.  $87^{\circ} 49'$  W.



Saturday, December 30th 1854. The close of old '54 is fast approaching and still we are unfortunate; no late success has exalted us and we are still the same humble seekers after oil that we have been for the last fourteen months. The winds however, with seeming knowledge that we are now but little in need of a fair one, appeared determined to blow us off in the direction toward which, we are desirous of proceeding but slowly; a head wind could now be got along with as well as not, for it would be just as good to cruise with as a fair one. The latter however seem determined to prevail, and have blown through the week as follows: the breeze from S.E. which was with us at the termination of last week continued to blow the same light and steady breeze from that direction until the morning of Wednesday last and during this time we were steering, as Sunday after having made sail at daylight, W. at night sail was again shortened as it coming to the wind on the Starboard tack we were heading to the S. S.W. until the next morning then making sail, steered off W. all day Monday; that night at sunset again came to the wind the same as on the preceding night; under short sail. Tuesday forenoon we were again steering W. under all drawing sail but in the afternoon the course was W. by S. Tuesday night, heading S. S.W. under short sail as usual. On Wednesday, the breeze hauled a point, to S.E. by S. light and air; this breeze sail was made at daylight, and the bark steered W. by S. until nine o'clock in the forenoon at which time she was put about and close hauled on the Starboard tack we were heading E. by N. the remainder of that day. Through the night the breeze was light from S. by E. and under short sail we were heading to the Eastward. The wind continued light from S. by E. all day and night; Thursday: under full sail through the day and short sail through the night we were heading S.W. by W. Yesterday in the forenoon the breeze was light from the same direction and we were heading the same but in the afternoon the wind hauling to S. the bark headed up W. S.W. until three o'clock when we wore ship to the S. E. Last night the breeze was light from S. by W. This forenoon it was blowing gently from S. S.E. and this afternoon again set in from S. by E. from whence we still have it. The ship was close hauled on the Starboard until three o'clock this afternoon at which time we wore ship and have since been heading to the E. by S. As on the preceding week all sail is usually carried through the day, shortened at sunset and set again at daylight, boats crew watches being stood the same as before. The weather of the week has been very pleasant, with the exception of Tuesday night which was somewhat rainy, this however was far from being disagreeable it being the first shower we had received for a long while. The sailors have been employed variously this week but as usually is the case in warm weather they have not been kept long idle. The principal employment has been the following. Monday and Tuesday it was ratting down the foretopmast rigging and repairing the gear which had been sent down for that purpose. Wednesday, the foresail was bent and it is broken out for the accommodation of the sailor men. Thursday, broke out water, bread flour, and pork, and there



main time was used up in manufacturing mats for chafing gear. Yesterday forenoon the mainsail was sent down to be repaired and this job lasted us until four o'clock this afternoon, when, being finished the mainsail was once more bent and set.

The foregoing employment on ship board has been interrupted on one occasion only, in the lowering of the boat: this was on Monday, at nine o'clock in the forenoon, at that day a shoal of blackfish were discovered. Four boats were lowered for them and after an hour's chase we succeeded - as we usually do in chasing blackfish - that it is we were obliged to return to the bark without a blackfish: being used to it, it was but a very small disappointment. The only whale that has been observed this week was a poor solitary Finback that we saw on Wednesday morning. He was a fit representation of our own forlorn condition, and like us wandering about alone with his misfortunes. Yesterday forenoon a shoal of porpoises were seen, but they too were rather shy of our company and passed us without calling. The sight of a ship or a vessel of any description would be an agreeable one none having been seen since we left Lumber, a first rate gam would do us good and is something which is very necessary to any crew of a whaler, immediately after leaving port: there they have been indulging themselves with almost every kind of enjoyment which the port may afford, and after this, coming out to sea and loafing about for three or four weeks, perhaps, without even seeing a friendly sail, is certainly very lamentable: yet so it is in our case: but we are every day approaching a cruising ground, though slightly, that is a great resort for both sperm and right whalers, viz. off the Laysan group of islands and arriving here the appearance of a ship may be expected to appear if indeed we do not raise one before that time. In making a passage the time does not hang so heavily, as when we are cruising about in every direction and getting along as slowly as possible never seeing a sail to cheer our drooping spirits, the former is easily got along with and even agreeable, but the latter is almost unbearable and yet we have but just commenced what will probably last three long months at the least calculation.

The sailors, under as physical a concern is concerned certainly have an easy time of it, for although during the watch on deck we are always kept busy, yet the watch below is ours, and standing boats crew & others through the night so we do plenty of time for sleeping is obtained in the watch below to say nothing of what may, accidentally, of course, be obtained in the night watch on deck. With these advantages one may be led to exclaim with enthusiasm, 'who would care for a whaling!' I would inform any gentleman desirous of trying the service, that after this voyage is terminated perhaps sooner my situation will be vacant: not that I have an antipathy to the sea, 'No! far from it!' It is the whaler, not the sailor with which I have fallen out. However, the present is not a fit time to discuss this subject.

The Latitudes and Longitudes of the week have been the following:

20th Lat.  $4^{\circ}09'$  S. Long.  $88^{\circ}35'$  W; 23th Lat.  $3^{\circ}36'$  S. Long.  $90^{\circ}16'$  W.

24th Lat.  $4^{\circ}06'$  S. Long.  $91^{\circ}40'$  W. 27th Lat.  $4^{\circ}03'$  S. Long.  $92^{\circ}07'$  W.

28th Lat.  $4^{\circ}$  S. Long.  $92^{\circ}34'$  W.; 29th Lat.  $4^{\circ}18'$  S. Long.  $93^{\circ}37'$  W.

30th Lat.  $4^{\circ}18'$  S. Long.  $93^{\circ}15'$  W.



Saturday, January 6th. 1855. The new year has certainly arrived and so far gone already without effecting any material change to us for better or worse and its arrival was denoted to us by nothing but the almanac. The wind, I believe, is about the only thing that has proved our constant companion through old and new year, and for the last week has not been very fickle respecting its choice of a point from whence to blow. From Sunday morning until Wednesday forenoon it blew altogether from S.E. and all the time a light breeze not preventing us from carrying all sail when it was desirable to do so.

On Sunday morning all sail was set and we were heading S. by W. until four o'clock in the afternoon, at which time went about and stood E. N. E. At sunset the usual amount of canvas was taken in, and during the night we continued on the Starboard tack. Monday morning at sunrise sail was again made and wearing ship we stood to the S. by W. until ten o'clock, A. M. Then wore ship and stood to the E. N. E. the remainder of the day and through the night. Sail was shortened as usual at sunset, and up to this time the weather had continued very pleasant, but through the night considerable rain fell, and the wind came in light squalls. Tuesday the weather was again pleasant and the breeze light and steady. Made sail in the morning and stood E. N. E. all day. Through the night, under short sail, heading the same. Wednesday the breeze hauled from S. E. to S. by E. and we consequently were heading E. by S. under short sail on this tack through the night. Thursday morning made sail at sunrise heading E. and at seven o'clock A. M. wore around to the S. W. stood on this tack four hours then wore back to the East. In the afternoon we were again standing to the S. W. Thursday night the breeze was light from S. by E. and we were heading E. by S. under short sail. Yesterday, light breeze from S. E. again. All sail was set at sunrise, and taking a new start we steered off N. E. all day, at sunset the light sails were taken in and we continued on our course S. E. all night. This (Saturday) morning all sail was again set and all day we have been steering off N. E. with the breeze still continuing from S. E. and blowing light; at sunset this evening the light sails were again taken in, the same as last night, but we are yet steering N. E. The proceedings on board this week have been somewhat diversified and the time has passed away less monotonous than it did on the preceding week.

The weather too has been very pleasant all the week with the exception of the rain which fell on Tuesday night, and this has not prevented the enjoyment of whatever we have interested any of the senior. Sunday Dec. 31st. 1854 was a day remarkable in our lives, the last page of the book, the last day of the year - the year that to the Arab's crew was fraught with deep interest, in which we experienced many vicissitudes of fortune, visited tempests, torrid and frigid zones, sailed on the bosom of the broad Atlantic, the blue Pacific and the shallow Arab's, read on shores foreign and unknown to us, and in fact seen a little of great many things, but in all these changes, in a pecuniary point of view, have we gained or lost? None at all. On the contrary, having every thing, interest



sideration, there is not one on board the "Arab" that has not been the loser - loser in more respects than one - loser in time, money, and perhaps morality for scarcely among immoral school than a whale ship, can be imagined. The object of the voyage is I suppose, to make money, but so far it evidently has been but partially accomplished: yet if we have lost in some respects we have gained in others. There has been much chance for improvement in many cases, and there are, I think, none of us, who have not, some time or other during the year, felt pleased to think they had come a whaling. But we have not yet regretted the step, notwithstanding it is far from being any intention to follow up the business so far as to go a second voyage. We have found much to interest us during the year, and much that was altogether new and novel to us, many pleasant times have we had on shore, and the sea has in the time, been not altogether disagreeable to us still. We have been alienated from home and the society of friends, from happy scenes in our native land, and the privileges of a free country, and all for what? - for nothing but a few adventures which in point of interest would most likely have been secured at home, and here we find ourselves at the end of the year, still nearly as far from the enjoyment of all these privileges as we thought we were when the year commenced: but the old year and all appertaining thereto has gone never more to return, - disappeared in the immense vortex of the past, and therefore as its ends are some time since extinguished, we will not now endeavor to again set them in a blaze. As the old year left us on Sunday nothing to commemorate its departure occurred on that day.

Monday, Jan. 1st. ushered in the new year: nothing of note took place on board of us. Still the day was interesting from the associations connected with its introduction, and from the happy times we had seen on such occasions. This one however was honored by the presence of no new years cakes and "hot stuff": - no joyous reunions occurred, no kindly greetings were exchanged, and none of us had any new years calls to make, but the day passed off very quietly and modestly, we were all unwary that it commenced a year of the nineteenth century and one which would most likely witness many stirring events. The day was a very pleasant one, but the night was a squally and rainy one, what this may have predicted, I have not long enough been an observer of such occasions to determine.

Tuesday the sailors had but little time for reflections on the old, and meditation on the new year, as they were all day busily engaged in the manufacture of seizing stuff and spun yarn, and the infernal clatter of the spinning jenny was well calculated to drown all meditations and reflections: quite a number of firebacks were observed in the afternoon. Wednesday, the watch were in the forenoon employed repairing the gaff top rail, drawing and knitting yarn, and making spun yarn. In the afternoon a removal of the cooks galley took place: previously it had all the voyage set on the starboard side of the fore-castle gang way, forward but the stove had then removed to the side house on the fore-castle quarter which had previously been fitted for its reception. The building in which the stove originally set still remains in the same situation, having been abandoned to the use of hogs, hawks,



so that no deck room has yet been gained by the removal. Porpoises, and a solitary finback were seen on Wednesday forenoon. That night was a pleasant and moonshiny one and at three o'clock P.M., Thursday, a large school of black fish were discovered alongside and from their various antics the sea was rendered beautifully phosphorescent as they were continually passing under the martingale, it was determined to make an endeavor to catch one: an iron was accordingly procured, and from the martingale was darted into one of the black fish, but he, making a terrible noise, succeeded in making an escape also, the iron drawing and then the whole school, having understood the hint took their departure. At the time sail was made on Thursday morning a bark (obvious sight to us poor weather sailors) was seen at some distance to the rear of us at eleven o'clock in the forenoon, after considerable manœuvring on our part we came together and speaking the bark ascertained her to be the *Mary Frances* of Warren, R.I., 28 months from home with 800 bbls of sperm oil. A gear was immediately struck up which continued the remainder of the day, during which time we were standing under way to the Westward. A barrel of charcoal was procured from the *Mary Frances* for which we gave them some sweet potatoes, the charcoal was obtained from her for the purpose of smoking out at some future time. The *Legion* of rats that still inhabit the deck notwithstanding the attempts which have been made to exterminate them. The gear was, I believe a satisfactory one on both sides, and in the evening we parted company, the *Mary Frances* being bound off to Tahiti. Little else but gas mung went forward on Thursday. This gave us fresh courage to encounter the dangers of the deep. Yesterday watches were occupied in mending the fore top gaff and sail, but they were in the afternoon interrupted by the appearance of a school of black fish for which two boats were sent out in a sort of experimental manner, but the fish were travelling so rapidly that pursuit was useless and the boats accordingly returned unsuccessful to the ship after a short chase. A number of finbacks were seen yesterday afternoon. To-day our sailors have again been employed on the top gallant sail which was sadly out of order. A school of porpoises seen this afternoon are the only specimens of the black or white tribe of marine animals which have come under our observation during the day, and it is considered singular that no signs of spermaceæ are visible; our present and recent cruising grounds are good and many ships have done extremely well on them, but cruel Fate is evidently of the opposite party to us, and what Fate decrees, we poor mortals must necessarily abide by.

Our late start in a southerly direction was owing to the fact that we could do nothing where we were, or thereabouts, at the time of our departure for the N.E. The next locality in which to bring to, unless finding anything worthy to detain us, the place there, will be the neighborhood of the Galapagos Islands, which we expect to reach some day if nothing more



fact we are generally more successful than in whaling matters, and most weeks we shall be so at the Galapagos Islands. The advancement which we have this week made is no very considerable, as nearly all the week we were cruising, the wind also being light. Such progress, however, as we have made is indicated by the following Latitudes and Longitudes.

Dec. 31st. Lat.  $4^{\circ}55'$  S. Long.  $93^{\circ}35'$  W. Jan. 1st. Lat.  $4^{\circ}43'$  S. Long.  $93^{\circ}54'$  W.  
 Jan. 2nd. Lat.  $4^{\circ}14'$  S. Long.  $93^{\circ}21'$ ; 3rd. Lat.  $3^{\circ}48'$  S. Long.  $94^{\circ}20'$  W.  
 4th. Lat.  $3^{\circ}33'$  S. Long.  $92^{\circ}29'$  W.; 5th. Lat.  $3^{\circ}48'$  S. Long.  $92^{\circ}30'$  W.  
 6th. Lat.  $3^{\circ}30'$  S. Long.  $91^{\circ}54'$  W.

Saturday January 13th. 1855. This date finds the boat not far distant from the Galapagos Group, and for the last two or three days we have been cruising very near them, without however accomplishing any very desirable. On the night of Saturday the 5th ult. with a light breeze from S.E. we were steering off N.E. with merely the light sails furled, and at daylight on Sunday morning all sail was again set and we steered N.N.E. which was the course all day. In the forenoon of that day we saw a sperm, green porpoise and a shoal of blackfish. The blackfish were raised at ten o'clock and lowering four boats we immediately went off in pursuit. After considerable chasing the mate succeeded in getting fast to one and this success was shortly followed by the 2nd mate getting fast; finding that no more of the boats were likely to get fast the two struck ones were killed when fast was accomplished with little difficulty and then backing on towed them along side and hoisted them in on deck. The bark was then again kept off on her course (N.N.E.) at one o'clock in the afternoon, and the operation of blackfish skinning commenced, and was concluded the same day. Neither of the two were very large ones. On the 24th occasion on which we have lowered for blackfish and in these twenty four lowerings it is the 4th time we were successful enough to return to the ship with a blackfish. At sunrise Sunday sail was shortened but we continued on our course. Monday at sunrise all sail was again set and continued light from S.E. and the course was N.N.E. all day. In the morning several large snappers were our companions and at seven o'clock A.M. a shoal of blackfish was raised; we of course lowered for them but the chase was short and unsuccessful. While coming on board however in our boat, viz. the mater, we had an adventure which more than repaid us for the loss of the blackfish. We were proceeding slowly to the ship when the mate suddenly called to the boat's crew up and seeing a fish at the head of the boat he fastened to it before any one fully knew what we had run upon. The fish was however soon ascertained to be a diamond fish an inhabitant of the ocean which is but rarely seen from mast head, but never before had an opportunity to form any closer acquaintance with. The fact that it was not a fish but an eel disturbed his siesta and expressed his dissatisfaction on this point by kicking and squirming to the extent of his abilities and making a greater commotion of the water than a blackfish would have done.



under the same circumstances had he been as large and powerful as a whale he would have been a dangerous customer to meddle with, but as it was a vigorous application of the lance reduced him to a state of humiliation, and finally severed his thread of life. as soon as dead he immediately sank and from this fact we could not get as good a view of him as we wished but from what we could see of him he was apparently in size about eight feet square and of the proportionate thickness of a flounder. no fins are attached to the body but they propel them along rapidly by means of their wings after the manner of a skate or flounder. the skin is very rough like that of a sun-fish or shark and the head somewhat like a mackerel but an enormous mouth, which has the appearance of stretching from ear to ear, and on either side of this mouth projects to the length of about a foot a thick and somewhat pointed piece of hard cartilage, which gives the fish a formidable appearance. The principal peculiarity of the animal was his queer looking tail, which seems to be a very unnecessary appendage, but it is probably appropriated to a good use. it was about four feet in length, composed of a hard gristly substance and tapered gradually to a point, much resembling the whip known to seamen as a black snake. this termination of the animal was severed from the body and brought on board as a curiosity. The remainder of the carcass, being worthless to us was cut adrift from the iron, and allowed to sink as food for the sharks, if indeed they are sufficient cannibals to eat such food. Finbacks were quite numerous on Monday, a large shoal of porpoises were observed and at four o'clock in the afternoon another shoal of blackfish were raised. four boats were once more lowered and started off in pursuit, and no great time elapsed before the 2nd. mate had an iron into one. the remainder of the shoal appeared to think they were swimming in a dangerous locality, for they went and left our presence, presto, so that none of the other boats succeeded in getting a fish. The 1st. mate's fish was accordingly towed on board, and hoisted up at sunset. this was the 26th. attempt and the fifth success on blackfish. During the time the boats were down on this occasion the first and second mates had a slight disagreement which occurred on account of the mate not liking the manner in which the 2nd. mate worked in the boat. hard words were exchanged but no blood was spilled between them and the affair has since been amicably settled. The blackfish which the 2nd. mate captured this time was a small one but did very well to put with the two we had caught on the preceding day. While on board during the day the watermen were employed hunting and catching blackfish blubber. Tuesday breeze was light S.E. and under all drawing sail we were steering N.N.E. The hunting and catching of the blackfish blubber was finished in the morning and at noon which in the forenoon the try works were started and the boiling commenced. The mates boat was in the forenoon lowered for a large swordfish that was at a great distance from the ship but when the boat arrived there, swordfish had disappeared and she was accordingly obliged



board without having captured him. At four o'clock in the afternoon of the same day a shoal of blackfish were raised four boats, as usual were lowered and after a short chase the 3d. mate got fast to one but almost immediately the row drew and all attempts to strike afterwards proving unsuccessful we all returned on board. Also on Tuesday another change of the cabin domestics occurred. Charles M. Parker who was appointed steward in *Glumbe* on a second time sent forward to serve as foremast hand in consequence of being unable to suit the skipper and Samuel Bell previously a foremast hand was elected to the office which Parker left vacant. Leaving *Glumbe* John Lyira has served in the capacity of cabin boy under much the same circumstances as formerly did, but he will probably again return to the forecabin at the termination of the present cruise. The blackfish were all boiled out on Tuesday and the three yielded not far from as many barrels. At sunset same day sail was shortened as usual and through the night we were heading E. by N. with the wind light from E. by S. in the latter part of the night we were some 100 miles from the land was then supposed to be at no great distance from us. At sunrise on Wednesday morning all drawing sail was again set, and we steered off N. N. E. the wind being again hauled to E. by S. and continued the remainder of the day. Soon after making sail in the morning we were 100 miles off the coast. But soon after observed to some 100 miles from shore we immediately kept off in that direction, to obtain a chance with her. At nine o'clock in the forenoon one of the *Spargos* islands was raised to the N. E. of us, at a distance of twenty or twenty-five miles. We continued running off for the ship raised in the morning and about noon discovered the boats to be after a large shoal of sperm whales. These were watched from the masthead for some time, and finding that we were coming up with them but slowly with the ship the breeze being light at two o'clock in the afternoon the 1st. Ind. and 3d. mates lowered and we gave them a trial with the boats. In this manner we approached the whales more rapidly and at about five o'clock P.M. after a long chase the 2nd. mate succeeded in getting fast to a small twenty barrel whale. The other two boats were at no great distance from him at the time and seeing him strike we of course concluded that at one at least we were sure but again alas! the boat had been fast but a very few minutes when, as in the mate's boat we were laying back for the first time, the mate suddenly called us by exclaiming "Hoe! blow! pull hard boys!" this was a sad termination of the affair, but we then had no time for any other reflections, as the crew of the stolen boat were in danger and needed our assistance we accordingly pulled with a will. But the third mate being nearer the scene of the disaster arrived there first and when we came up had the crew all in safety. The whales were by this time beyond all danger from our pursuit and we therefore brought to "to hear the yarn. It appeared that the 2nd. mate was endeavoring to get a lance at the whale, and hauling in line for that purpose, when little Leviathan suddenly stopped and came up under the boat. He first with his mouth open the



ing his lower jaw through the bottom of the boat, near the bow athwart, while his upper jaw rested on the starboard gunwale. He immediately after settled, but the boat was so badly stove that it was necessary to cut and find himself free once more. The whale kept on with the remainder of the shoal.

The boats that we had observed in the water all day were still down at the time of our 2nd water disaster but had then given up the idea of striking any more on that day, and were then might for speaking one of the strange boats near us, which happened to be the *Sol.* mates, we ascertained that the ship was the *Niger* of New Bedford, and that her boats had taken three large sperm whales that day, another large one was also struck by one of her boats just before our misfortune occurred, but he escaped by taking the time. Another of her boats was at the same time lying alongside of one of the three whales at a short distance to the seaward of us, waiting for the *Niger* to come up and take him alongside. This ship we had previously jammed with off Cape Navarin in the Fantochotha sea and we ascertained on Wednesday that she with the rest of the Arctic fleet, had done but poorly up there. After having a short gam with the *Niger's* boat, we returned to the bark, taking the stowed boat in tow, with all its appurtenances, and arriving alongside at six o'clock P.M. The 2nd water boat was taken on our deck and nearly every streak was ascertained to be cracked or broken. The island raised in the forenoon was at this time in sight to the N.E. distant some fifteen miles. We were heading to the E.N.E. through the first part of the night but at midnight being but about three miles distant from the land, wore around and stood to the Southwestward.

Thursday the breeze was very light from S.S.E. In the morning we steered to the N.W. as an opening in the land called the weather bay which was about fifteen miles distant. In this bight, or bay, a ship was raised soon after sunrise, and observed to be cutting in a whale. Several islands of the Gallipagos group were in sight to the Northward and Eastward of us all that day. At eleven o'clock in the forenoon it being then nearly calm, and as we were approaching the ship raised ahead of us in the morning, but very slowly, our skipper was so anxious for a gun that he could wait the slow motion of the bark no longer, and accordingly taking the Bow boat and crew he went on board the stranger, that was then about five miles from us. Soon after noon we came up to her with the bark, and who should it be but the *Carolina* of New Bedford, a ship that seems as attendant upon the Arab as the Arab's shadow. She had then finished cutting and was standing off to the N.W.W. bound for the bay's called. We of course kept off in this direction also, our skipper still being on board of her. The course lay along the land some ten or twelve miles off shore, and at noon South head bore S.E. by S. from us, distant ten miles. This head is the southern extremity of one of the islands, and the



current off shore from it is said to run so strong to the leeward that but very few whale ships are able to beat around to the windward of it. We continued steering off N. N. W. in company with the Carolina all day, in the afternoon she was boiling. Grampuses and cutfish were seen in the forenoon and in the afternoon considerable excitement was raised by seeing humpbacks, which were at first supposed to be sperm whales, as the latter species are said to predominate in this locality. At nine o'clock on Thursday evening the captain returned from the Caroline and reported her with four sperm whales since leaving Timber, three of which were then in the blubber room and were probably taken from the same boat which we had chased on Wednesday.

Thursday night and all day yesterday (Friday), with very light breezes from the Southwest we were standing off and on the land which varied in distance from eight to twenty miles, and lay to the Eastward of us; several of the islands were in sight. A number of finbacks were seen yesterday forenoon, and two ships were in sight for all day, both of them boiling; one of the two we recognized as the Carolina, and the other was ascertained to be the George Washington of Wareham, as a boat from us went gambling on board of her last evening, on its return the crew reported the George Washington with 120 blb. of sperm and two bowheads, the latter obtained in other regions where we also saw her. Last evening we observed one of the Gallipagos group to be a burning volcano, which was then burning very brightly; it bore E. by N from us and as well as could be judged from the darkness, apparently was about twenty miles distant. Today (Saturday), the winds have been very light and fluctuating occasionally leaving us altogether. We have been standing off and on the islands, which have all day been in sight to the Eastward and Northeast as well as the wind would permit us, the lee buoy being directly in shore from us. Ships Carolina and George Washington have both been in sight of us all day, but neither of them have been observed to commit any depredations on the whale tribe. A finback and a diamond fish were seen this forenoon, and this afternoon several finbacks were observed. A shoal of black fish were also raised shortly after noon, and at one o'clock P.M. the boats were lowered for them, but after chasing them for an hour or more in the morning we returned on board unsuccessful. In partial payment for this disappointment, we however succeeded in capturing a turtle of the long-necked species. The state of the weather all of this week has been remarkably fine in fact almost too fine, lately as the sun in a calm on the equator strikes one very forcibly as being a dispenser of considerable heat. The watches however have had but little to do this week in the line of working up old junk and similar jobs, but this has in some measure been compensated for by an unusual amount of physical exercise in the boats such as rowing as this is however far preferable to working on ship board so long, as we have a breeze to fan us the hot breeze, but in a calm it is positively hot.



red besides usually being all for nothing. The Gallapagos islands, from our late proximity to them have been objects of no inconsiderable interest to us. They are not what might be expected from "tropic isles". In height none of them, I should say, exceeded three thousand feet; and the largest which we have seen appears to be of no great extent. The rise from the beach, though quite steep is even and regular, no precipitous and craggy sides being observed and no levels of any sort have been seen by us; but from the ship at a distance of eight or ten miles not a very good idea of the landscape scenery of islands so situated can be obtained as they are all so huddled together and we have had no opportunity to view them from more than one side. On all the islands of the group which we have seen, the Sun, instead of lending its assistance to impart a luxuriant aspect to the face of the country appears to have exerted his utmost influence to parch the soil and dry up every living thing thereon. The whole territory of what has come under our observation, appears utterly devoid of vegetation in any form and has as barren and sterile an appearance as we ever witnessed in the black regions of the Western seas. The volcano, which we first observed last night, and is this evening again visible is a phenomenon of the group which we were all unaware existed, and although some of our officers have cruised about these islands considerably, yet none of them ever saw or heard of its existence. It gives a very brilliant light, but the crater from whence the fire issues appears to be hid behind the summit of an intervening peak; the night is the only time that the light is visible and in the day we can distinguish no traces of a volcano's existence but this may be owing to the intervening peak, and the thick haze that usually hovers about its summit. The group is visited considerable by vessels for the purpose of obtaining terrapin which are said to be abundant and these islands, we believe the only ones at which terrapin are found. No human inhabitants are found on any of the group, excepting one called "Charles Island" this is said to be the only one of the group where water is found and this has rendered the island useful to the Peruvian government as a locality for the transportation of convicts....

The shattering of the 2nd. masted boat on Wednesday last has been occupying the carpenter for the last three days but he has finished the job, and once more we are in readiness to receive a mother of Fortunes freighter, even if she should choose to put it into an other sperm whales head (or tail), to give some one another rap. The large shoal of whales seen on Wednesday, all the ships around here evidently derived some benefit from; the Niger, the Carolina, and the George Washington, all of them had a fortunate sweep at them while they or at least one of them had a most unfortunate sweep at us; we may however get another opportunity of exercising our skill before leaving these islands; indeed then - but we will not anticipate what may then happen. Our sky



different situations of the past week have not varied greatly and our progress has been but very little, but lately we have not been so distant from the equinoctial line and as the longitude of the ship was unnecessary as long as we could know our situation in relation to the land by the sight of it the longitudes have not been obtained. The situations of the bark, deduced from what observations have been taken through the week were as follows.

Jan. 5th. Lat.  $3^{\circ}$  S. Long.  $91^{\circ}30'$  W. 6th. Lat.  $2^{\circ}20'$  S. Long.  $91^{\circ}36'$  W.  
 9th. Lat.  $1^{\circ}44'$  S. Long.  $91^{\circ}41'$  W. 10th. Lat.  $7^{\circ}$  S. Long. not obtained.  
 13th. Lat.  $3^{\circ}$  S. Long. not obtained. No observations were taken on Jan. 10th. and 11th.

Saturday January 20th. 1855. This date finds us once more off making a passage again. The week has passed very quiet agreeably as follows. We were left at the Gallipagos on Saturday the 13th. ult. on rather a short distance to the Westward of those islands and all that night we were standing "a sand on" on short tacks with very light winds: the volcano of the group was visible all night burning brightly, and at midnight it blew N.E. by E. Sunday the breeze was light from the Westward, and we were standing on short tacks off the lee bay. In the forenoon the 2nd mate's boat, having been repaired was launched and set on her cranes more or more in as good condition as before the "storm". A school of porpoises were observed in the afternoon, and all day the ships *Caroline* and *George Washington* were in sight of us so that we had plenty of company. At six o'clock in the evening the *George Washington* being at a great distance from us, a gam was accordingly struck up. I was of the party that visited her and there we found an excellent crew with whom we had an interesting game.

On board of her, an object which attracted considerable attention was a crazy Kanaka, native of the Sandwich Islands, of whom several interesting games were given. While we were there they took him up to a ringbolt on the deck as they said to prevent him from attempting to make a passage to our bark, on one occasion they told us he had jumped overboard in the night, only a day or two before (this) and started for the ship *Caroline* that was lying some two or three miles distant. His excursion was found by a dead calm, and he swam along until the *Caroline* was reached. Here the officer of the deck saw him swimming, and thinking it was a porpoise he procured an iron to strike the porpoise, but fortunately ascertained him to be human before he had dived, and then they took him up the ship's side on deck. He was completely exhausted at this time but then recognized us as belonging to the *George Washington* and accordingly called him home. His reasons for thus desiring to leave the ship were unknown as he well talked and nothing required of him. They told us that he was a



overboard for a while and blacked up, for in the night when we were on deck a short time after the barometer had been tied up, we found him crawling at the rope by which he was tied. He himself, however, gnawed two strands completely in two and was commencing at the third, but one of the hands saved him the trouble of eating this one by casting him adrift. First making him promise to behave himself. He then came down in the forecabin with us and behaved very well. They informed us that he was at all times gentle, but used considerable cunning in practicing his pranks without the knowledge of them coming to light before it was time to punish their accomplishment. On the occasion of his swimming to the barometer he had slipped over the rail and into the water when he was alone. At midnight of Sunday the volcano bore E. N. E. Black fish were around us in great profusion all that night.

Monday in the forenoon we were favored with a calm, but in the afternoon a light breeze from the Westward prevailed. We were off the lee bay all day, cruising about on short tacks in the afternoon. The islands were in sight to the Eastward of us, and the nearest, through the day varied from ten to twenty miles from us. Porpoises were seen in the forenoon, and the Cordova and George Washington were in sight of us all day. At sunset we were well off shore and with a light breeze continued beating all night. The volcano, from the distance not being visible. Tuesday breeze continued light from the Westward all day, and being a long distance from the islands in the morning we were all day steering to the Southward under full sail. One sail only was seen during that day. The watches were busy brooking out water, lumber, hay &c. and manufacturing gaff topsails for the ship. The night was calm and foggy, and so continued the weather on Wednesday, drizzling rain also being an accompaniment on that day. At eleven o'clock in the forenoon the fog cleared away and we saw a small rock of the Gallapagos group, called Redondo Rock bearing E. S. E. at a distance of about four miles. This was very singular looking round little island, perhaps half a dozen ship length in circumference whose sides appear to be perpendicular. It rises to a height of about twenty-five feet, to the best of our judgment from the distance we were, and the top appeared to be perfectly level. Several other of the Gallapagos islands were also seen to the S. E. of us, at eleven A. M. but soon the fog again excluded them from our vision, and all the afternoon the fog was very dense. A whale was heard to be spout near the ship, but nothing could be seen of him from the sound of the spout, he was supposed to be a fin back. Through the night the weather continued the same. Several schools of black fish were around the ship, but we had no adventures with them. Thursday in the forenoon a thick fog and light breeze from S. S. W. ship heaving to under all, running saw at eleven o'clock P. M. the sun as on the preceding day the fog partially cleared away, and the Rock Redondo was visible bearing E. S. E. some five or



six miles distant, but at noon the fog was again thick as ever. We also received a visit on that forenoon from an immense multitude of small crabs that probably came from on shore. Their principal business appeared to me, itself known by their actions, as they went in strong on the clams which they make grow at the Brack Bottom, but which, in consequence of their ferocious assaults, soon decreased in number. In the afternoon of Thursday the fog continued and the breeze was light from the Westward. We were heading N. N. W. under all sail. Two very large albacores were caught one of them nearly if not quite as large as any albacore that we had ever witnessed, and measuring over four feet in length. About sunset the fog cleared away and from that time up to the present the weather has continued pleasant. The wind was light from the N. N. W. on Thursday night and from this direction, when we have since had any wind it has blown up to the present. We were slowly working to the windward on Thursday night making short tacks. In the evening I saw supposed to be a sulphur bottom, was seen and before morning porpoise and blackfish were around the ship. Yesterday morning no land was visible. We were standing on the wind on both tacks nearly all the forenoon but seeing nothing to detain us longer and getting somewhat discouraged with the missing ground in that locality about noon the ship was kept off S. S. E. a ship was then in sight ahead of us. We continued steering S. S. E. all the afternoon. Frampuser, hump back and fin back were seen, and the ship to the leeward was observed to over her boats. About sunset we came up with the stranger, who was then ascertained to be no stranger at all, but our old acquaintance, the Carolina, and a gam was then immediately struck up which lasted until a late hour. She had taken nothing since we had seen her before and her boats had that day been chasing blackfish. Last night the breeze was very light. I saw supposed to be fin backs were seen, but from the darkness they could not distinctly be made out. At five o'clock this morning we were suddenly started by the Carolina about ships length distant off our lee bow heading directly toward us. We were very near coming together but on board the Carolina he raised us just in time to prevent a collision; he heard the order on board of her given to put the helm hard up, and she swung off clear of us without injury happening to either. We had drifted this close to each other in consequence of the wind being so light and the night being dark the ships could not be distinguished long apart. On board of us the man on the "look-out" post, just as the Carolina was seen, gave below to light his pipe and coming on deck, raised her as before described. Today (Saturday) light winds and calms have prevailed alternately, we have all day been standing to the Southward but little advancement has been made. The Carolina and one other ship has been in sight and at four o'clock this afternoon a gam with the former was commenced which is not (seven o'clock P.M.) in progress. It is at least some consolation to have a gam occasionally, if we cannot get a whale or blackfish, and this we have enjoyed, running to a considerable extent. If I had seen but three



omnipresent insects and humpbacks before enumerated have been seen - species which having probably got disgusted with our company on previous occasions. The Gallapagos islands we have at length left nothing having been seen of them since Thursday last and now we are off for the "off shore ground" which is situated to the southward of the equator, some eight or ten degrees farther to the Westward than we are at present. Sea watches have been used lately, which after all we find quite as accurate as boats crew watches and no necessity for shortening sails has occurred, as the wind has been so light that the ship has travelled but slowly. How many times we have crossed the equator this week not having obtained daily observations we do not exactly know, but certainly not less than three times as we were in North Latitude for the second time during the week, and at its commencement we were to the southward of the equator.

The observations obtained, have placed us in the following situations:  
 Jan. 14th. Lat.  $8^{\circ} 14'$  N. Long not obtained; 15th. Lat.  $3^{\circ} 14'$  N. No Long. obtained.  
 19th. Lat.  $3^{\circ} 14'$  N. Long.  $91^{\circ} 47'$  W. 20th. Lat.  $26^{\circ} 14'$  N. Long.  $92^{\circ} 39'$  W.  
 No solar observations were taken on the 16th, 17th and 18th, in consequence of the fog then prevailing.

Saturday, January 21st 1853. The week ending with this date has been most remarkable for the unusual prevalence of calm weather. The time has, however, not been very heavily employed as most of the week we have had companions to look at and occasionally gam with. At the last entry we were briefly engaged in a game with the Carolina, and this game continued to the small hours of the next morning, in consequence of the two vessels getting separated in the darkness; on board of us we made a board ship with guns and bows in line and again raised her, which was after midnight; and then in consequence of the breeze being so light we made but little headway towards her. At half past two, however, the skipper's appetite for gaming was satisfied and he accordingly came on board. All day Sunday we lay in a calm and the monotony of the day was broken only by the capture of a small turtle. The Carolina and another ship were seen at some distance of them gaming, but being so far from them, we could not with propriety get amongst the crowd. That night we had a light air from the S.W. with which we were standing W. Monday the breeze was light, in the forenoon from S. by E. and we were heading S.W. by W. under all drawing sail but in the afternoon the wind was from E. and the ship bearing W. by W. Two ships were in sight one supposed to be the Carolina and the other gaming with her at four o'clock P.M. ascertained to be the *Garibaldi* of Nantucket, two years since home, with six little of crew. At ten o'clock in the



evening the game was finished and our boat returned on board. Several diamond  
 fish were seen on Tuesday breaching and making white water enough for whales  
 and a bone shark of enormous dimensions was also seen. This species of shark is the  
 largest that exists. We saw another of them while at the Galapagos Islands which  
 was considered to be as large as a blue whale. They appear spotted something  
 like a muskrat digger but we have never yet had an opportunity of examining one.  
 They are said to be denominated bone sharks from the fact that  
 instead of having teeth like other species of sharks, the mouth is furnished with bones in  
 the same manner as a right whale. From this cause they are not of a voracious  
 disposition. Monday night heading W. by S. with a light breeze from S. by W.  
 Tuesday the wind again very light from S. by W. The Carolina and I were  
 in sight all day near each other and as they both were bound to the S. E. at ten  
 o'clock in the forenoon, the "Drab" also was put about and the remainder of the day  
 she was heading S. E. previous to ten P. M. we were heading to the W. More diamond  
 fish were observed on that day but nothing of much interest occurred under our ob-  
 servation. Through the night light winds and calms were alternate and we were  
 slowly progressing to the Southward. Wednesday, breeze very light from Southward  
 ship heading to the Westward under all drawing sail. The Carolina only was  
 this day in sight of us, to the windward. Several fin backs were observed in the  
 forenoon of the same day. Wednesday night, breeze continued light from S. S. W. but  
 on Thursday forenoon it hauled to S. by E. and the bark headed up S. W. by W.; in  
 the afternoon the breeze was the same but wearing ship at noon we stood E. by S.  
 On this day the Carolina had disappeared and given place to the "Drab", the latter being in  
 sight of us all day; several fin backs and a small bone shark were also seen. In  
 the night of that day we were again standing on the Starboard tack and heading  
 S. W. by W. with a very light, and gradually freshening breeze from S. by E. Yesterday  
 forenoon all day we were lying in a calm. The "Drab" was also lying becalmed, in  
 sight a short distance to the Westward of us. Nothing else of interest was ob-  
 served with the exception of a large shark that was lazily swimming round and round  
 the ship all day. The calm continued last night but this morning a very light breeze  
 sprang up from the S. E. and under all drawing sail we stood S. W. as long  
 as the breeze lasted which was only until about noon. This afternoon we have again  
 been lying in a calm all the morning and the sun disappeared below the  
 horizon without any indications of a breeze being observed in any direction. A school  
 of grampuses were seen this forenoon, and the same old shark of yesterday has con-  
 tinued with us all day long. This to some old merchant sailor might appear some-  
 mors of evil, but on board a whale ship we frequently have "John" for a compan-  
 ion. The "Gazelle" has also been in sight to the Westward of us all day but some distance  
 by practical gunnery but little. This however may be owing to the fact that the  
 captain of her is quite ill here for having his wife on board with him. The weather  
 all this week has been very pleasant and calm and the sun has not been out of  
 us, and the rays of Old Sol have poured down upon us without meeting any clouds.



in their path. In this weather we however have got along very well as there has not been much work going on. The carpenter was furnished with employment on Wednesday, Thursday, and yesterday which was the repairing of an old boat taken from off the house but as he finished her yesterday she was again put back to her former resting place. To day in the afternoon all hands of both watches have been resting from their vigorous exercise in the forenoon when they were all employed. The watch on deck being busy breaking out water and the watch below engaged in scouring up the old fore-castle and endeavoring to exterminate in some degree the bedbugs that inhabit the crevices by legions, and whose nightly ravages are becoming so atrocious that it is getting dangerous to visit the "castle". It is somewhat singular that we have lately seen nothing of blackfish. Light weather and this latitude are there favorable or at least once were still none have been seen for more than a week. This is not very lamentable as the weather has been pretty warm to chase blackfish in, but a little exercise of this kind, occasionally, is not at all disagreeable. In the last week we have at no time been a degree from the equinoctial line, and three times that imaginary circle has been crossed; we were however, on none of these occasions able to discover the line nor was anything of the royal Neptune and his attendants observed; greenies in the Pacific ocean are probably not plentiful enough for his majesty to reside here.

From the observations taken the following Latitudes and Longitudes have been deduced.

Can 21st. Lat. 27° N. Long. 92° 35' W.; 22nd Lat. 32° N. Long. 92° 55' W.

23d. Lat. 24° N. Long. not obtained. 24th Lat 3° S. Long by lunar 94° 22' W.

25th. Lat. 3° S. Long. 94° 45' W.; 26th. Lat. 13° S. Long. 94° 56' W.

27th. Lat. 24° N. Long. 95° 08' W.

Saturday February 3d. 1855. The second month of the year has now opened upon us and still we are in the same poor unfortunate as ever, if we may except the addition of blackfish to our former lot. These perhaps should not be excepted or spoken lightly of as they form no inconsiderable portion of the produce of the voyage, and an addition of two barrels to what we previously had is no fit subject for a joke in our case. Oh no! But to continue the Journal from the last entry: notwithstanding the prognostications therein made, on the night of Saturday the 27th. ult. we did get a breeze and quite a nice little one too, from the Eastward, and at six we stood S. E. and so continued all day sailing. The Land of Vanuatu was visible to the Westward of us, and in the forenoon another small island was seen to the Eastward. Several groups of green parrots were also seen the same forenoon. At night the breeze was light from S. E. ship



heading S. S. W. same sort of wind and course continued all day Monday.  
 at half past six o'clock in the morning, raised six out of blackfish and low-  
 ered all four boats for them. We had not been long down before one of the boats  
 struck and before long, three boats were fast to one each we alone in the motor  
 boat remaining unsuccessful. The 2nd, 3d. and 4th. motor boats killed them.  
 With little difficulty and we then hooked on and hauled, getting all three  
 fish alongside about ten o'clock in the forenoon. They were then hauled in on deck  
 and the skinning of them commenced. I think we also added to the list of  
 our conquests today, but this fellow was captured merely for "him" he being  
 useless to us; in this case what was fun to us was death to poor Johnny.  
 In the afternoon another shoal of blackfish were raised and three boats lower-  
 ed in pursuit; after chasing them for about an hour we however again came on board,  
 but with no blackfish this time. The Gazelle was in sight to the leeward of us all  
 day Monday. That night the breeze shifted to E. S. E. and the weather, which for  
 some time previous had been very pleasant, changed with it, to a rain storm  
 which continued at intervals all night. The moon was later in, the breeze being  
 rather fresh to carry it in, and the ship was steering S. W. Tuesday light breeze  
 from the Eastward, steering S. W. by E. until three o'clock in the afternoon, at which  
 time we hauled up S. S. W. again, and so continued the remainder of the day  
 night. The weather was once again pleasant on Tuesday and at ten o'clock in the  
 forenoon two by two were started and we commenced basting out the flukes  
 of the three blackfish captured on the preceding day. It was all boiled out at  
 night and we ascertained that the three had yielded about five barrels. The  
 Gazelle was in sight to the leeward of us at some distance from us and this is  
 the last occasion on which we saw her. A shoal of porpoises were also observed  
 the same day. Wednesday, wind light, in the forenoon from S. E. by E. in the af-  
 ternoon from S. E.; ship steering S. W. by S. under all drawing sail all day. Saw  
 a shoal of porpoises in the afternoon. That night the wind shifted to S. S. E.  
 and close hauled we were heading S. W.; same continued all day Thursday, S.  
 under all drawing sail. Yesterday (Friday) fresh breeze from S. E. by S. ship head-  
 ing S. W. by S. under all sail. In the morning the fly jib was furlled in a squall, but  
 set again immediately after. In the forenoon a fin back was seen and also a shoal  
 of blackfish, but we did not lower for them, for some reason, perhaps because they  
 were going too rapidly. Today (Saturday) the breeze has continued the same as yester-  
 day, blowing light from S. E. by S. and the ship has been heading S. W. by S. under  
 all sail; this still continues up to the present time. This afternoon a breach of  
 some animal was observed off to the Westward of us and we ran off in that  
 direction to ascertain what was there, if possible but nothing was afterwards  
 seen. The breach was probably caused by some blackfish, porpoise or other small  
 fish of the ocean, as if it had been a sperm whale we should in all probability  
 have seen more of it. After ascertaining there was nothing worthy of our attention  
 relating to the breach, we again hauled on the wind and proceeded in the same direction.



tion as before. The weather at this week has been very good for all kinds of business appertaining to the whaling service, the only exception to pleasant weather being the rain which fell on Monday night. Pity that in such a time we could not have obtained more profitable employment. But little has been found for the sailors to do on board the ship this week the principal amount of the labor which they have performed was the breaking out of maces on Wednesday, the leaning, mincing, and boiling of the black fish blubber, and the fitting of a Jacob's ladder, yesterday which latter, was placed on the fore top gallant mast for the use of the sailors in going to mast head. The ratlines on the top gallant rigging being thereby damaged with it together the old job of fitting rigging to which we were so long accustomed, has almost ceased now, as every thing that requires any fitting has been fitted so much that it is at last fitted to the satisfaction of all concerned. This certainly is something that every sailor man on board should congratulate himself on, whatever our success otherwise may have been. Owing to the favorable state of wind and weather lately, although we have proceeded but slowly, we have at length arrived on the coast of the off shore ground, where whale ships almost invariably do well, and we may therefore reasonably expect to see some of those square headed leviathans soon. But even if we should be fortunate enough to see them, I firmly believe that something unaccountable will "turn up" so that we shall not be benefitted by the sight of them. Indeed, if we all escape with our lives, I think we may consider it a great fortune to escape at all, especially if we are captured; nevertheless it would be very desirable to give the whales one more chance at us, no matter what luck we have: that would be a matter for subsequent contemplation. With black fish we have had some little exercise this week, and with them we have been more fortunate than with sperm whales, notwithstanding we lowered sixteen times before we succeeded in catching one. Those taken on Monday last were captured on the 7th. morning. Altogether we have now lowered thirty different times for them. This week we have crossed the line but once and that was at the first of the week: ever since this we have been in South Latitude, and made for the whole time, nearly a southerly course. The line has at no time been far distant, but the weather, from the prevalent breezes has kept cool enough not to be oppressive.

Solar observations have been obtained every day and from them we were ascertained to have been in the following situations:

Jan. 28th. Lat.  $45^{\circ}$  S. Long.  $95^{\circ} 01'$  W. 29th. Lat.  $1^{\circ} 06'$  S. Long. not obtained.

30th. Lat.  $1^{\circ} 34'$  S. Long.  $95^{\circ} 43'$  W. 31st. Lat.  $2^{\circ} 30'$  S. Long. not obtained.

Feb. 1st. Lat.  $3^{\circ} 58'$  S. Long.  $95^{\circ} 45'$  W. 2nd. Lat.  $3^{\circ} 30'$  S. Long.  $1^{\circ} 02'$  W.

3d. Lat.  $3^{\circ} 58'$  S. Long. not obtained.



Saturday, February 10th 1858. The week terminating with this date has been pregnant with, to us, very interesting matter, but as might have been supposed, we are still just as poorly off as ever. The transactions since the last entry have been as follows. On the night of Saturday the 3d. ult. the breeze which was previously blowing from S.E. by S. hauled to S.E. by E. and through the night we were heading S. by W. In the morning on Sunday the wind hauled to S.E. blowing a fresh breeze, and keeping off W. S.W. we stood that course all day. Nothing was seen through the day with the exception of a ship which was raised at four o'clock P.M. off ahead of us: coming up with her, she was ascertained to be the Carolina, and at seven o'clock in the evening a gam commenced which lasted three hours: during this time both vessels were standing along on the wind, heading to the E.N.E.: Capt Gray of the Carolina was on board of us and when the two skippers parted that night it was with the mutual understanding that if either saw sperm whales on the morrow they were to signalize each other to make it known: this was first proposed by Capt. Gray and assented to by our skipper. Well, the morrow came: we had been all night standing to the E.N.E. but at five o'clock on that morning were ship heading S.P.W. (the wind being fresh from S.E. all day Monday). The Carolina was then also heading in the same direction a few miles off our lee bow, and thus we continued standing until seven o'clock A.M. when the Carolina was observed to be dropping her lee boats down not hauling aback but keeping along the same as usual. This manoeuvre looked rather suspicious and appeared still more so when a few minutes after several sperm whales were seen a short distance to the leeward of the Carolina. As we fairly recovered from our surprise the Carolina's boats were in amongst them and one of them had got far. Our 1st, 2nd and 3d. mates then lowered and we started in pursuit of some of the other whales: for some time we chased them without getting very near, as the whales were of course all galled, but finally at about ten o'clock in the forenoon the 2nd mate who was some distance to the leeward of us in the masted boat was observed to go on to a whale the boatsteerer darted and the whale kicked forward, so that we thought certainly the boat was fast: a doubt: in her spirit we started to pull for her, but ere we had proceeded far in that direction she was observed to be loose and we were again disheartened: we however continued to pull until we arrived alongside the 2nd mate then brought to to ascertain the circumstances. We found that the whale, a very large one had seen the boat a moment too soon but the boatsteerer had darted, at a late start, and started to the whale's side, so that the iron drew almost immediately after a strain came upon it. The boatsteerer had however darted with the chance the whale would have seen us as we were ready to leave at that time. The war all the while the boat at the danger having to be kept by the Carolina's boats. While we were down we passed close to the surface of the water that were fast to a large sperm whale and laying hove up a man-



ent, looked on to see the proceedings. the whale came up, shot a line from the boat, lay and rolled a moment then started lazily off in the direction of the 1st. mat. of the Carolina's boat. the boat was heading toward the whale, but the boatheader acted as though he felt confident of resisting the force of a blow from the whale's head and standing up in the head of his boat seemed entirely indifferent whether his order to "stern" was obeyed or not. the boat crew also seemed to partake of this apathy and appeared to us to be steering with very little vigor, while slowly onward went the whale in the direction of the boat, with his head partly out of water and at last, taking the boat head and broad he struck her in one of the bows and knocked a hole through her so that the crew were obliged to forsake her and go to one of the other boats; the striking of that boat seemed to be a very foolish piece of business; how they managed afterward we did not stop to see, but when at noon we returned to the bark after having chased all the forenoon, all to no purpose, the Carolina's boats were observed to have one whale dead and to be part to another. Whales were still in sight to the leeward when we arrived on board at noon and accordingly after providing for the wants of the inner man, we again lowered three boats, the same as in the forenoon, and once more started off in pursuit. the whales were travelling quite rapidly, but not so fast, but that we could gain a little on them, and we chased them in this manner. more whales appearing at every rising. for some time, in the outer boat we were nearest the whales, and once made almost sure of striking one as we were doing. kind six or seven ones that were going off to leeward side by side. we were squared away for them and for some time continued to go on until when within a couple of ships lengths or so of them they went down, and for that time we were "dashed". the next rising they were standing along on the wind and a shoal to the number of thirty or forty had assembled together. The 3d mate now came in for a chance at them, and together we chased the shoal off on the wind with sail and paddle. the whales we could easily keep the umphier some of them were spouting all the time and for some time side by side. the 1st and 3d mates chances for striking appeared about equal until the 3d mate made more sail, which we could not do, and with this he gradually gained on us, finally reaching the shoal and succeeding in getting alongside of what was called a single, or singly barrel whale, the 1st mate who steered him that day put two irons into this whale and then sure thought we at last were about to get one, but no! down went the whale and down he continued to go until at last away went the end of the line and we were then worse off than ever, the 2nd mate had got near enough to the last boat to throw the end of his line to the 3d mate but they did not get it in time to bend it on. It was about five o'clock in the afternoon when this happened, and we all then felt satisfied that there was no whale for us that day. The one that had the irons in him however, coming up to short distance near a windward of the boats he started in pursuit of him, but after a short chase



it useless, and as the remainder of the shoal were also travelling above our speed we started for the bark once more, the 3d. mate being missing. At sunset we arrived on board and tis no wonder if we all felt somewhat dispirited by the success of the day. The Carolina was at sunset in sight to the windward of us, having to the best of our knowledge got two large sperm whales alongside and three boats closer in capturing them. One of the whales we had observed to be having them hard life in the afternoon but they finally succeeded in securing them. The whole school of whales that were seen on this day were very large ones, and looked very much like the pods of the Arab, but they were all dead. At 10.30 the 3d. mate struck the water was close along, side of the 1st. and just out of dart from a whale, but as soon as the 3d. mates iron entered one of the whales the whole school made "one grand flourish" and disappeared so that we were out of it altogether. The transactions of this day were not exactly on the square. On board the Carolina they took an unfair advantage of us in the morning, and by the noon kept the start all day. I think the proceedings on our part could hardly have been bettered; the whales were all galled before we lowered, and still we got fast to two of them, but Fortune was against us, and we could not save them. On Monday night we were sailing E. by N. the breeze being light from S.E. by S. The wind continued all day Tuesday blowing pretty fresh by our side, so as to prevent us from carrying all sail. At six o'clock in the morning we saw a large sperm whale were raised and three boats were lowered for them, the whales seemed to be somewhat on their guard and were apparently looking out sharp for squalls for more than two hours we were cautiously dodging around after them without getting very near, but about nine o'clock in the forenoon the whales suddenly took a start to the windward and rushed passed our boat at such a distance from us that there was no chance for us, but the 2nd. mate was to the windward of them yet, and stood by to take one "head and head"; there seemed to be a bare possibility that he would strike, on one occasion, but the whale got by him somehow, unimpaired and then farther chase was useless, we accordingly started for the ship. The reason that these whales took such a sudden start was said by some to be on account of the 4th. mate having galled one by pulling for him, but this was contradicted, the 4th. mate telling us that he had not been near enough to the whale to have galled it. Arriving on board the bark we hoisted up the boats and gave chase to the windward after the whales making short tacks, they however continued to gain on us gradually, and at 10 o'clock P.M. we saw them for the last time, far to the windward of us. Thus disappeared the last sperm whales we have seen. There were but few of them, on this day in sight but they were all large ones and probably belonged to the same school which we had been amongst in the preceding day. Several fin backs were also observed on Tuesday afternoon. The breeze continued light from S.E. by S. until Wednesday evening through the night of Tuesday we were sailing E. by N. on Wednesday morning



wore ship heading S. W. by S. and continued heading thus until three o'clock in the afternoon, when we again wore ship heading E. by N. and stood on this tack the remainder of the day and through the night. Thursday the wind was light from S. by E. in the forenoon, and we wore heading S. W. by W. but in the afternoon the wind being from S. S. E. we were heading up S. W. ship under full sail all day. Saw fin back in the afternoon. At night wore ship and stood E. until yesterday morning, then wore back again and stood S. W. all day yesterday under all drawing sail. About sunset last evening we again wore ship to the Eastward in which direction we continued until midnight, when the wind having hauled to S. E. we wore back heading S. S. W. This (Saturday) forenoon the wind was light from S. E. by S. but this afternoon it again got back to S. S. E. and so continues at the present time. We have all day been standing on the Starboard tack heading to the S. W. under all drawing sail. At eleven o'clock this forenoon, white water, and breaching was observed to the leeward and, swimming off we found algerine and blackfish, neither of which we touched. A fin back was also seen this afternoon.

The weather this week has been all the time pleasant without an exception, and the prevalent breezes have kept us from feeling the heat of the low latitudes at all uncomfortable. These breezes are said to be a peculiarity of the "off shore ground" on which we have all the week been cruising, and blow generally from a Southeasterly direction; this will be a fair wind for us when we get ready to leave for the Sandwich Islands which however will not be for some time yet, and in the interim we are to cruise about in the same locality as we now are. Vessels seem to be scarce about here the last one which we saw being the Carolina, and nothing has been seen of her since last Monday; after the trick which Capt. Gray plays on us then, I suppose he does not feel quite so anxious to gain with the "trab." The Carolina has however haunted us long enough this voyage, even if we do see no more of her: at Cape Navarin we first saw her; then again at Chechen Bay, and coming down from the North she was the first ship that we fell in with, at the Cerros Islands; in October we again found her, next off the Galapagos Islands, then on the passage to this ground, and finally we again fell in with her after arriving here. How she has served us on this final occasion has been already narrated, so that I think by this time our skipper should feel satisfied with what we have seen of her.

The sailors this week have had but little employment found for them which of course is "just suited to their minds"; but in these lazy times I do not see but what we get along just as well as when all kinds of work unceasingly was being carried on. This state of things it is to be hoped will continue. The disappointment relative to our visiting affairs this week has now all blown over, as



have been used to such work all the voyage and success in whaling is something so extraordinary for us that a disappointment in this respect, falls but lightly. Our progress this week, in one direction, has been but little as we have continually been standing back and forth almost in one spot and the termination of the week finds us in nearly the same situation that we were at its commencement.

The observations which were obtained during the week have given our situations on different occasions, as follows:

Feb. 4th. Lat.  $4^{\circ}40'$  S. Long.  $102^{\circ}11'$  W. : 6th. Lat.  $4^{\circ}17'$  S. Long.  $102^{\circ}12'$  W.  
 7th. Lat.  $4^{\circ}08'$  S. Long.  $102^{\circ}$  W. : 8th. Lat.  $4^{\circ}10'$  S. Long.  $102^{\circ}12'$  W.  
 9th. Lat.  $4^{\circ}30'$  S. Long.  $102^{\circ}42'$  W. : 10th. Lat.  $4^{\circ}38'$  S. Long. not obtained.  
 No observations were taken on Monday, the 5th. ult.

Saturday February 17th. 1853. Whatever may have been our success previously with that of the week ending with the above date, no fault should be found, that is, as far as the branch of business in which we have so well succeeded, is concerned. But all this will be developed as the Journal continues. On Sunday morning last, with a fresh breeze from S.E. by S. and having been heading E. by N. all the preceding night we backed ship heading S.W. by S. in this direction we stood only until nine o'clock the same forenoon at which time the bark was kept off W. under all sail bound for a better cruising ground, or rather bound to look for a better one. In the afternoon the breeze was fresh from S.E. and the bark was steering W.N.W. until six o'clock in the evening at which time she was brought to the wind on the Starboard tack heading E.. A sail was the only unusual object seen on Sunday, this being raised in the afternoon. In the course of the night we looked to the S.W. and on Monday morning kept off W. which course was cleared all that day. Ship under full draught sail. A sail, probably the same one seen on the preceding day, was also in sight on Monday, steering to the Northward. In the forenoon a fur bark was observed. In the afternoon of same day at three o'clock we once more commenced smoking ship. This I believe was the third trial since leaving home. The rats up to this time had however lessened their depredations not in the least and it was accordingly determined to administer summary punishment to them or at least to try it once more, on preceding occasions we had been without the proper materials to smoke ship, but this time some good charcoal obtained some time since from ship Mary Frances received all confidence. The butchers, companion ways, and all other cracks and crevices leading from the deck, below were each and every one closed with paper and paste, so that it was impossible for any amount of air to get below. The charcoal having been placed around in suitable vessels between decks, was of



nited, and the smoking commenced. As on former occasions of the  
 kind, all necessary articles were left on deck, and preparations had been  
 made to give the ship a thorough smoking. we also had beds, bedding,  
 and a tent on the fore-castle for the accommodation of the sailors, and  
 through the night the watches below were spent under this awning.  
 The morning of Tuesday broke and still the "smoking" was going on.  
 At sunrise a sail was raised at no great distance from us, and  
 at seven o'clock A. M. speaking her, we ascertained her to be the Bark  
 Catherwood of Westport, that we had seen on former occasion, when we  
 were bound in to Timber; a gam was immediately started, our skip-  
 per going on board the Catherwood and the mate of her coming on board  
 of us. On board here, we had a fine time gamming under the awning  
 as the smoking ship still progressed. At noon however the hatchways  
 were opened and investigations commenced. The bodies of two rats  
 from which the spark of life had been ex-tinguished were discovered  
 near the hatchways, which was more success than we had before met  
 with on such occasions, and considering that if the carbonic gas gen-  
 erated was sufficient to cause the death of two rats, it must also be  
 powerful enough to take the breath of life from the whole lot. This  
 conjecture, none have yet appeared to contradict, nor have any traces of a  
 rat been discovered since we gave them the smoking, and therefore we now  
 consider ourselves free from their annoyance. The breeze was light from  
 S. E. all day Tuesday and in company with the Catherwood we were  
 standing to the E. N. E. At ten o'clock in the evening the gam broke up.  
 Through the night we were heading N. E. by E. breeze being light from  
 S. E. by E. Wednesday, in the forenoon the breeze was fresh from S. E. by E.  
 but in the afternoon was blowing from S. E. at eight o'clock in the fore-  
 noon we wore ship from S. E. by E. and steered off S. W. all day, under  
 all drawing sail. The Catherwood was in sight of us in the forenoon bound  
 off on the Starboard tack to the Northeastward. At sunset we shorten-  
 ed sail and hauled on the wind heading S. W. by S., breeze being light from  
 S. E. by S. both crew watches were also set once more. On Thursday morn-  
 ing all sail was again made, and with a fresh breeze from S. E. we steered  
 S. W. all day. A finback was seen in the afternoon. At sunset we again sh-  
 rtened sail, came to the wind heading S. W. and stood in this direction  
 all night. Yesterday morning, at daylight again made all sail and  
 steered off N. W. with a fresh breeze from S. E. until ten o'clock in the fore-  
 noon, and then hauled up to N. in the afternoon the breeze was fresh from  
 E. S. E. but we continued steering N. until sunset; then shortened sail and  
 came to the wind heading N. E. At sunrise this (Saturday) morning, made  
 all sail and steered off N. again until noon then coming upon the other  
 tack we steered S. W. until sunset the breeze being fresh from S. E. by S. At sun-



this evening sail was again shortened and we are at present lying to the wind on the larboard tack heading S. by W. with a fresh breeze from S. E. by E. The weather has been very pleasant all the week as usual and the sailor men have had not much employment. The carpenter has lately been employed in manufacturing a fore rigging yard, which, however, I believe it is not the intention to send aloft until we are homeward bound; a long time to look ahead. The success in business which was mentioned at the commencement of this entry I will now endeavor to state more particularly. When we spoke the Bark Calhounwood on Tuesday following her came an innumerable multitude of skipjacks and albacores and from her, the came and surrounded us; the water was fairly alive with them, ahead as tern along side and beneath the ship in all directions there seemed to be as many as could conveniently swim. Hooks and lines and gaffs were called into requisition immediately, and as fast as hooks could be dropped into the water skipjacks and albacores were landed on deck. This enormous school of fish have ever since followed us as thick as ever and they are caught as frequently as we desire them with merely the trouble of dropping a hook overboard. They are seen in all directions as far as a fish of their size can be seen in the water, and a continual hubbub is kicked up by them when a porpoising fish is observed; more than a dozen skipjacks and albacores are immediately in pursuit and if the porpoising fish escapes he is extremely fortunate. These fish are a very excellent article of food at sea, but where most any other kind could be obtained, they would be considered rather dry. Some time previous to gamming with the Calhounwood, we had caught a number of these fish and tried them; this was one of the dinner dishes when the boat's crew from the Calhounwood were on board of us, and as all of us eat pretty heartily of it, a short time afterwards we were a fiery looking set owing to some poisonous quality of the fish, perhaps imparted in drying them. The appearance of some of our crew was extremely radiant, those of the Calhounwood's crew were somewhat alarmed at the singular effect the fish produced upon them, but their apprehensions were quieted by our crew as we had on a former occasion had a similar attack. The commencement of these attacks is a burning of the flesh, sickness at the stomach and violent headache; at the height of the attack the flesh is of a very fiery red but as it subsides the flesh is again restored to its natural color. None of us were afflicted more than an hour or so at one time, but the feeling was far from being agreeable. Our advancement this week has been rather more than it was last, as we have been working to the Westward in hopes of raising more sperm whales, but in this we have been disappointed.

Latitudes and Longitudes of the week have been as follows.  
Feb. 11th Lat.  $4^{\circ}33'$  S. Long.  $104^{\circ}37'$  W.; 13th Lat.  $3^{\circ}40'$  S. Long.  $104^{\circ}45'$  W.

14th Lat.  $3^{\circ}40'$  S. Long.  $104^{\circ}36'$  W.; 15th Lat.  $4^{\circ}25'$  S. Long.  $106^{\circ}17'$  W.

16th Lat.  $5^{\circ}02'$  S. Long.  $107^{\circ}$  W.; 17th Lat.  $3^{\circ}45'$  S. Long.  $107^{\circ}15'$  W.

Feb. 12th. no observations were taken.



Saturday, February 24th. 1855. The week ending with this date has been somewhat distinguished from its immediate predecessors by the unusual variation of weather, and this commenced immediately after the last entry was made. The night of Saturday the 17th ult. being squally and rainy: the wind was from S.E. by E. and under short sail we were heading S. by W. At sunrise on Sunday morning all drawing sail was set and we stood to the S.P.W. breeze being fresh from S.E. at half past seven a clock A.M. the squalls and rain of the preceding night once more commenced and the squalls were so strong that it became necessary for us to take in all light sails at that time, and immediately after, the fore topsail was double reefed. In the afternoon the squalls, in some degree ceased but rain continued to fall plentifully all day. At three o'clock in the afternoon we kept off S.W. and so steered until sunset when coming to the wind on the starboard tack sail was shortened. On Monday we had an unusually strong breeze from E.S.E. and all day steered S.W. under double reefed topsails and courses: at sunset hauled up the mainsail and came to the wind heading S. in the course of the night the jib and main topmast staysail was taken in. At daylight on Tuesday morning setting jib mainsail and main top mast staysail we steered off S.W. until noon, then hauled on the other tack and steered N. breeze being strong from S.E. at sunset shortened sail as on the preceding night and came to the wind on the starboard tack. Rain, weather again set in that night. Wednesday, in the morning steered off N. under double reefed topsails and courses until noon when the courses were surmounted by whole topsails. breeze fresh from E.S.E. all day. At night course sail was taken in and we came to the wind. Thursday morning at daylight made all sail and with the breeze still continuing fresh from E.S.E. we steered N. until sunset when again taking in sail came to the wind heading N.E. by E. breeze light from S.E. by E. through the night. Yesterday Friday the breeze was very light from the starboard all day making sail at daylight in the morning steered off S.W. in the forenoon, but in the afternoon came up on the other tack and steered S.W. until sunset, then shortened sail and luffed to, heading S.E. all night with a light breeze from E.S.E. and very rainy weather. To day (Saturday) we have all day been steering S.W. under all drawing sail with a fresh breeze from E.S.E. and pleasant weather, as usual sail was taken in at sunset and we came to the wind heading S. Sail has usually been shortened nights according to the breeze if this was pretty fresh the topsail was double reefed but when the wind was light merely the light sails have come. This variable state of the weather through the week has served to keep us from disgusted with cruising and consequently as the employment afforded there has been about the only ship duty performed through the week.



terday, when we were in the forenoon busy setting up the fore topmast rigging, and in the afternoon the spanker was sent down repaired and bent again.

The school skipjacks and albacores which came with the Calhoun still continue to follow us in undiminished numbers dolphins have also fell in the ranks lately and the business of catching fish has attracted more attention than any thing else this week they are caught and salted down for future use, that is what are not eaten fresh. No day more than two barrels were caught and salted. Albicore of enormous size are now and then observed amongst the school and when one of these get hold of a hook they make short work of parting the line, hook or some thing, the bait used to catch these fish is nothing more than a white rag, which is trailed and bobbed to resemble a flying fish and the skipjack or albacore, seeing this representation of their favorite mouthful, make a grand charge for the white rag when instead of a delicious dinner in their mouth, they find a barbed hook, by which, if not too large they are soon hauled in on deck. The larger class of albacores are frequently observed swimming around the ship with a white rag sticking out of the corner of his mouth, being held in this position by the hook on which it was originally used for bait: some of these big fellows are occasionally caught with an iron, and one of them helps to fill a barrel fast. Yesterday forenoon to the capture of skipjacks, albacores and dolphins, was added the capture of a large shark, but hooks and lines would have been of but small account around this fellow, and an iron was accordingly used as a substitute. The shark was struck merely for amusement and when killed was thrown overboard as food for his companions, being of no use whatever to us.

Whales, or any other animal of that class inhabiting the water, is something which it has not been our good fortune to witness this week; finbacks, blackfish, grampuses, algerines, cowfish, porpoises, all have disappeared and so are left to find employment on ship board. No ships either, or vessels of any description have appeared to give us kindly greeting and cheer us on our way, but slow and unnoticed we have been running around in different directions, seeing, nor doing nothing to interest us very much. This state of things will not however continue for many more weeks, the time is fast approaching when we must once more leave for Northern waters, and this time already is looked forward to by some with anxiety for its presence.

The progress which the bark has made this week is nearly in a N. S. W. direction and Latitudes and Longitudes have been as follows:

Feb. 19th. Lat.  $5^{\circ}12' S.$  Long.  $104^{\circ}40' W.$ ; 20th. Lat.  $5^{\circ} S.$  Long.  $110^{\circ}50' W.$

21st. Lat.  $4^{\circ}50' S.$  Long.  $110^{\circ}57' W.$ ; 22d. Lat.  $3^{\circ}58' S.$  Long.  $110^{\circ}45' W.$

23d. Lat.  $3^{\circ}51' S.$  Long.  $115^{\circ}32' W.$ ; 24th. Lat.  $3^{\circ}17' S.$  Long. not obtained

No observations were taken on Feb. 18th.



Saturday, March 3d. 1854. This week pleasant weather has more or less been prevalent but as usual it has been of no particular advantage to us. The only rain which we have experienced since the entry was what fell on the night of Saturday, Feb. 24th. That night was altogether a squally and rainy one. The wind was pretty fresh from E. and rendering it necessary to take in the jib and main topmast stays in the course of the night. All sail was made at daylight on Sunday morning but shortened again at sunset and this has been an unchanged position of the general programme the whole week, making sail at sunrise and taking it in at sunset. At no time through the week has the breeze been so strong as to prevent us from carrying all sail. The breeze on Sunday was from the Eastward and in the forenoon the ship was steering S. W. but in the afternoon N. Through the night we were on the wind heading N. E. wind being from E. S. E. Monday after making sail steered N. all day, the breeze continuing fresh from E. S. E. at night, again on the wind heading N. E. Tuesday steered N. in the forenoon, but in the afternoon kept N. N. W. that night, breeze light from E. ship heading N. N. E. From that time up to the present date the wind has blown light from E. altogether.

Wednesday we were all day steering S. W. and through the night on the wind heading S. E. Thursday yesterday, and to day we have been steering in the same direction as on Wednesday (S. W.) On Thursday night we were on the wind heading to the S. E. But last night we steered S. after taking in sail, and to night we are again bound off on the same course. With all this steering to the Southward, according to the quadrant we make but little latitude in that direction, probably on account of strong currents.

The shoal of skip jacks, albacore, dolphin, &c. have continued to follow us as usual all the week, fishing for them has occupied some considerable attention, but not so much as on the preceding week, as there has been other employment found for the sailors besides fishing nearly every day of the week: on Monday we were breaking out provisions, new sails and new rigging. Tuesday broke out a store, rove new fore, and fore topmast braces. Thursday employed breaking out beer in pipes, from between decks, and coopersing, and yesterday a spare tub of water was coiled down for which, however, it seems as though we shall never have any use.

We came very near finding another week without seeing any representation of the whale tribe but we got clear of this by observing a number of some of whales on Wednesday afternoon which were pronounced to be either finbacks or sulphur bottoms. But from the distance which they bore their species could not with accuracy be determined, it was understood that they were not upon the bar, in ascertaining this it made but little to what other species they belonged. A few fish, porpoises, or other small fry of the class mammalia were also seen without them. The time passed away very monotonously. To lower in the boats and haul the good pull after some sort of fish would do us all good.



the times have experienced a decided change lately. a few weeks since we could get along very agreeably and the day did not hang heavy on our hands then. but lately, for the last week or two, it has been altogether different no ship, no whaler, no nothing, to excite an excitement and cheer our drooping spirits. Our departure from this section of the globe is now somewhat wanted by nearly all of us but it is considered by those in authority improper to lose the chance of obtaining sperm whales so far as is possible. It is time to cruise for them, and it is thought that our present site is as good a one for the accomplishment of this object as can be found in or about this vicinity. It however seems to be a little too late to cruise any longer in such dry latitudes, especially for the Arab to cruise here. for if by any chance we should have another school of "Spermwhales", after what has already transpired we could never reasonably expect to get one of them. Upon leaving this ground our route for the Sandwich Islands, Timor, and arriving there more new scenes in a country with which as yet we are unacquainted, will probably appear to interest us, there we will not however now anticipate but allow time to develop them as it may.

The distance which the Arab has made this week is but very little having been under short sail every night, and travelling in different directions through the day, but we are gradually making a westing, and by the time we get ready to leave the ground altogether the distance to the Islands will be somewhat shortened. The latitude has continued about the same ever since the date of our departure from the Gallapagos Islands, varying but one or two degrees, and being South since crossing the line on the 24th of January. The Lat is now slowly approaching the equator from the Southward once more but we perceive no particular change of weather from this circumstance, as yet. The weather is but little with his best, still, but were it for the breeze that usually prevail there is no knowing what he might do. Generally weather Breeze may be expected as the season approaches draws near especially near the line but ere the equinox takes place I hope and with a good prospect of seeing the hope fulfilled, that we shall be somewhat advanced on our journey Northward. Making a passage as far possible to cruising on open water ground in my estimation. for in the former there is some activity, but in the latter there is too much sameness and monotony, to suit my taste. cruising in the Arab, however may not be a very agreeable or open water ground generally, at any rate it is not a very successful one.

Latitudes and Longitudes deduced from observations of the past week were the following on the preceding dates, time of observation being the same as usual on the voyage, viz. about three o'clock in the afternoon.

Feb. 2<sup>nd</sup> Lat. 3° 53' S. Long. 111° 26' W. 5<sup>th</sup> Lat. 3° 45' S. Long. not obtained.

7<sup>th</sup> Lat. 2° 35' S. Long. 111° 37' W. 10<sup>th</sup> Lat. 2° 00' S. Long. not obtained.

Mar. 1<sup>st</sup> Lat. 4° 45' S. Long. 113° 28' W. 2<sup>nd</sup> Lat. 3° 15' S. Long. 114° 01' W.

3<sup>rd</sup> Lat. 3° 15' S. Long. not obtained



Saturday, March 10th. 1855. Our departure from the off shore ground anchoring ground an event for some time anxiously awaited, has at last taken place and once again we are slowly working our way over the sea with the satisfaction of knowing that we are bound somewhere, and that the port of our destination is once more ahead.

As yet we are but a short distance advanced on our passage, the greater part of the week having been tediously whiled away cruising, wind & weather being as follows: Having steered S. under short sail through the night of the 3d. ult. we on the morning of Sunday the 4th. made all sail and all day steered S.W. the wind blowing light from the same direction which it had on the preceding day, viz. E. A few porpoises passed us at a distance, on the afternoon of the 4th. but nothing else unusual was observed. Shortening sail at sunset, we continued on our course through the night, and on Monday morning again made all sail steering the same course, S.W. breeze continuing light from E. as long as it lasted, which until near noon, then we were favored with a calm for a few hours: soon another change appeared, at two o'clock in the afternoon a breeze came with a rush from S.W. by S. and obliged us immediately to come down to double reefed topsails and foresail, this squall lasted but a short time, and at four o'clock P.M. set the jib and mainsail, ship heading S.W. by S. all the afternoon. In the forenoon of this day the main top gallant sail was sent down and a new one sent aloft and bent in place of it. At sunset sail was again taken in and through that night the ship was steered S.S.W. the breeze being light. At daylight on Tuesday morning all sail was set but it being useless, by the yards all day, as a dead calm prevailed. Porpoises were seen in the forenoon, Watches employed through the day in manufacturing a main stayrail, breaking out old rigging from the fore hold between decks &c. Notwithstanding there was no wind, sail was shortened as usual at sunset. Through the night the breezes were light and fluctuating from all points of the compass, and much rain fell for an accompaniment. Wednesday light breeze from E.N.E. and weather again pleasant. Made all drawing sail in the forenoon early and steered S.W. by W. all day: at night shortened sail but continued on our course. Thursday morning made sail again and with a fresh breeze from E.N.E. steered through the forenoon S.W. by W. but in the afternoon kept off W.S.W. and finished washing and painting ship inside, which had occupied the attention all day. As we did not shorten sail on Thursday night, with this day our cruising on the off shore ground may be said to have terminated, and as a ferry to the Sandwich Islands commenced.

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Agreeably to this commencement of the passage, our watches were stood on Thursday night, and under all drawing sail we were steering W. by S. the breeze being pretty fresh.



From E. N. E. Yesterday (Friday), the wind blew freshly from the East all day. In the forenoon the bark was steered N. by E. but in the afternoon we was kept off N. W. Last night the breeze was light and the sea very rough, weather extremely rainy, but to day (Saturday), the weather is once more pleasant and the breeze light from E. S. E. This forenoon we were first steering N. W., from this the course was altered to N. W. by N. and again this afternoon it was changed to S. S. W. which is at present the direction in which we are slowly proceeding. The sailors have to be busily employed in repairing the fly jib and fitting a topmast studding sail, also, bent and set the fore-top-gallant sail. Occasional jobs like these are about the only employment the sailors have seen except in the week with the exception of fishing in and mending sail at sunrise and sunset, or whenever the freshness of the breeze rendered it necessary. The only time known to us yet in which the weather was so calm as on the night of Saturday and last night, were all spent in the same manner. The wind was light and the sea calm, and the weather was so good, the squall on Monday afternoon being the only exception.

Shales, and all other animals of that class have been as scarce this week as usual, none of the former having been seen, and of the latter only a few of the smaller species of piscivores, such as, *Clupea*, *Clupeoides*, *Clupeoides*, have been seen. Some of the same school that first came to us when we were at the bark of the *Waterwood* about a month since. From that time until the present they have not ceased to follow us in multitudes. Though lately they have not been quite so numerous as they first were. The catching of these fish at first occupied a great deal of attention, and several of the boys made a business of catching and salting them, intending to sell them to the Kanakas when we should arrive at the Sandwich Islands. But the skipper, seeing that they were making quite a business of it, soon began to take an active interest in the business, and said nothing to the boys, but allowed them to go on and catch as many as they could, himself attending to the salting of them. This process I visited the salt was all used up, then there were about eight or ten barrels of fish salted down, and the captain forbid their catching any more, excepting what we ourselves could eat. He also took the fish in to his own charge, put them in barrels, and will probably sell them for his own, or the ship's advantage, when we arrive in port. This was coming it over the fishermen pretty sick and occasioned some growling amongst themselves. Lately, since the captain forbid their catching them in any extent, an amusement has been to catch them and tying the tails of five together, again setting them at liberty, and also to use the fish to bait and the mackerel, being considered the most palatable portion of them, are cut out the remainder of the fish, then being thrown overboard again. This job is smothered a little of cruelty, but "anything for amusement" seems to be every sailor's motto. . . . Having finished the disagreeable business of crabs . . . and we are about to . . . the intention of . . .



all feel somewhat inspired by the change. All hopes of catching a whale we had given up some time before leaving and as this was about the only tie that bound us to the off shore ground we "surrendered away" from it with not very sorrowful feelings. By shortening sail at sunset and again making it bare and hoisting the fore crew watches we had a breeze quite enough and now feel somewhat relieved in thinking that for a time it will now be dispensed with. The progress of the boat this week has been not much greater than on preceding ones, as it is but a short time since the passage commenced, and previous to this we were cruising.

The Latitudes and Longitudes obtained, have been the following.

Mar. 4th. Lat.  $1^{\circ}47'S$ . Long.  $114^{\circ}39'W$ .; Mar. 5th. Lat.  $1^{\circ}54'S$ . Long. not obtained.

6th. Lat.  $2^{\circ}12'S$ . Long.  $115^{\circ}43'W$ .; 7th. Lat.  $2^{\circ}55'S$ . Long. not obtained.

8th. Lat.  $3^{\circ}45'S$ . Long.  $116^{\circ}54'W$ . 9th. Lat.  $3^{\circ}45'S$ . Long. not obtained.

10th. Lat.  $2^{\circ}27'S$ . Long.  $119^{\circ}06'W$ .

Saturday, March 17th. 1855. This date still finds us at no very considerable distance from the equatorial line, notwithstanding we have been endeavoring to get away from it all the week. The winds and weather that we have depended upon for advancement have been as follows. A breeze light from E. S. E. which was with us at the last time, on Saturday the 16th. left us soon after and through that night the winds were light and variable and the weather very rainy. Ship steering N. N. W. Sunday light breeze from S. E. and weather again pleasant, steering N. N. W. under all drawing sail, a fore topmast studding sail also hauled in and set. That night the breeze hauled to E. S. E. and from this direction we began to blow a light breeze until Wednesday morning. In the intermediate time we were steering on Saturday morning N. N. W., in the afternoon and through the night N. and on Tuesday N. N. W. again, all day: all sail was carried during the time, and on Monday a main royal was set aloft and the sail hauled and set. On Wednesday morning the breeze hauled to E. and was continued through the day and night, being light during the day but blowing quite fresh at night: under all sail we were steering N. by W. Thursday, a dead calm prevailed from the morning until two o'clock in the afternoon, when a light breeze sprang up from the Eastward, and under all sail we steered off N. W. by W. That night the wind was blowing very light from all directions, and finally the weather ended in a calm which continued until about noon yesterday, at which time a light breeze sprang up from N. E. and with all drawing sail set the ship was steered N. W. by W. Last night and this (Saturday) forenoon, the wind came in light and frequent squalls from the N. E. and was accompanied by heavy showers. This afternoon the wind hauled to E. but squalls, both of wind and rain have continued up



the present time and yet no better weather have appeared. The moon  
 shined the afternoon was V. B. W. and in this direction we are still proceeding  
 under all drawing sail, bound for Lahaina, Maui. The state of things  
 generally this week has been rather more animated than for some time previous.  
 The state of the weather has been more variable, and more work has been car-  
 ried on than has lately been usual. This keeps more life in the hands and less  
 idleness is considered the best remedy for ennui by every sensible person. That  
 sailors should be troubled with ennui may appear strange to the landsmen, but  
 such is actually the fact, and I think it is sometimes quite as oppressive to the  
 humble "cackler" as it ever was to any fashionable loungeur in the higher ranks  
 of society. More rain has fallen this week than on any of its predecessors for  
 a long time; rain and sunshine alternating, is however a feature of the season  
 or which in these latitudes is not considered very disagreeable.

The sailors have not been at all overworked this week, but a little some-  
 thing has been going on in nearly all the pleasant days: they have been occu-  
 pied on various occasions in fitting martingale guys, foot ropes &c, rattening  
 down the main-topmast rigging, making mats, mending sails & mending  
 other trivial jobs too numerous to mention. On Thursday afternoon, both  
 topsails, fore and main, were unbent and sent down, and new ones were  
 bent instead, - new ones for time being, but both of them had seen some service.

We still continue on our journey without ever being called upon to "go down to the  
 sea in boats, nothing appearing in the shape of whales or blackfish, that is consider-  
 ed worthy of being so much honored; of the "bore kind" several have been seen,  
 different species: the first of these was a whale of the finback species which  
 we discerned on Tuesday forenoon. On the afternoon of Thursday the second lot  
 appeared, and this consisted of three distinct species, viz. finbacks, sulphur  
 bottoms and porpoises. That very night a shoal of porpoises were actually en-  
 dowed with sufficient backbone to jump overboard; probably they did  
 not know what our late success had been, and how ferocious and fishy it had  
 rendered us, or they might possibly have had sense enough to keep us. But they  
 came and in the course of the night forfeited their lives for our good luck.  
 A hand which started the morning before into the "yellow" boat and  
 in a twinkling he was transferred from his native element to the "Arabs"  
 deck, there to die and be converted into "porpoise balls" to gratify the palate  
 of the Arab crew. This was the greatest piece of luck that Dame Fortune  
 has lately favored us with, and is perhaps only a slight inkling of the future  
 success in store for us. Of the smaller fry skip jacks, blueback dolphins,  
 flying fish &c., all members of the large "school" that have for some time been  
 following us still continue to accompany us, but in much smaller numbers: gradually  
 they have been dropping off until now and then one or two only are seen. On Tues-  
 day forenoon a queer looking sort of a nondescript fish was caught with the gurnet  
 which none of our crew could find a name for, as he differed from every species



of the finny tribe which any of them had ever seen previously; he was said to bear the most resemblance to the barracouta and in length was about two feet, weighing probably fifteen pounds. whatever he might have been, he was devoured by the after gang, and pronounced "good".

The advancement of the Crab for the week past has been but little, in consequence of light winds, still we have gone farther than for some time previous we were used to, and sailing on the line at the best of it is but slow business. Ere another week passes, most likely we shall be in the latitude of the trade winds, and with those in our favor, making a passage will not be such tedious work as it has recently been.

From solar observations taken through the week the following Latitude and Longitudes have been deduced:

Mon. 11th. Lat.  $1^{\circ}48'$  S. Long. not obtained. 12th. Lat.  $38'$  S. Long.  $119^{\circ}27'$  W.

13th. Lat.  $44'$  N. Long. not obtained. 14th. Lat.  $1^{\circ}31'$  N. Long.  $120^{\circ}$  W.

15th. Lat.  $2^{\circ}14'$  N. Long. not obtained. 16th. Lat.  $2^{\circ}25'$  N. Long.  $120^{\circ}$  W.

17th. No observations taken.

Saturday, March 24th. 1855. The vessel with this date has transported us some distance over the ocean and compared with its immediate predecessors, and our passage now begins to be more pleasant, notwithstanding the weather has been somewhat squally but so long as the ship keeps in motion, everything else can be got along with. As anticipated in the last entry we have this week entered the trade winds which, with the accompanying weather, have been as follows: the night of Saturday the 17th ult. the state of weather continued much the same as through that day, viz. the wind was light and squally from the Eastward and much rain fell. On Sunday forenoon the wind hauled to N. E. and this was probably the commencement of the trades, as ever since that time the wind has continued to blow from nearly that direction. Rain fell on Sunday the wind was fresh and squally, light sails were hoisted, and as we were steering in the forenoon N. N. W. in the afternoon N. W. by N. which latter course we continued on through the night. Monday trades pretty fresh but blowing steadily ship steering N. W. in the forenoon, N. W. by W. in the afternoon, under all drawing sail, weather pleasant. Tuesday & Wednesday, the weather continued pleasant, the trades fresh and this we have all the time steering N. W. by W. under full sail, a mutton rig has also rigged and set on Tuesday forenoon. On Thursday forenoon the weather and weather continued the same as on the two preceding days, but in the afternoon the sky assumed a different aspect, the wind was very squally and much rain fell. All light sails were taken in in the evening of the afternoon excepting the main top gallant sail, and the two can-



on about seven o'clock P.M. on account of a heavy squall which came upon  
 us very sudden and unexpectedly. The Starboard Watch had just got below  
 and comfortably stowed away on the wing &c. in the fore hold to keep out  
 and out. Bed bugs, when the squall struck her and for a moment it seemed  
 it seemed as though the old Bark's cruise was about up and we expected  
 she would surely go over altogether. The number of orders that were at this  
 time issued only served to confuse every body; it was "clew up the main-  
 top gallant sail" "haul up the mainsail", "haul down the jib", "let go  
 the topsail halgards", and a dozen other orders all at the same moment and  
 at a time when it was almost impossible to get fore and aft the deck the  
 Bark being nearly on her beam ends. Had the squall been much more  
 severe, serious damage might have been done, for the want of a cool head.  
 but as it was, scarcely any thing was done until the squall which lasted  
 but a moment had passed; the ship then righted and the main topgal-  
 lant sail was taken in, and hoisting up the topsails we continued on our course  
 N.W. by W. When this squall struck the vessel it made a rattling among  
 things below, and those of the Starboard watch who were reposing on the weather  
 side of the fore hold, were landed, all in a heap, to the leeward. It was a piece  
 of good fortune that we escaped without receiving any damage to our spars  
 rigging &c. The night of Thursday was a squally rain, dark, and dis-  
 agreeable one indeed; rendered more especially disagreeable to us as it was  
 the fact that for half an hour in the middle of it, we were on the main topgal-  
 lant trying to double reef the sail which was all the time kept hard to  
 and during the half hour which we were tugging away to get the sailing out  
 the rain was pelting down upon us in torrents. This however is all in a sail  
 our life and on such occasions the sound of the bell hammer striking  
 right, is a most musical one. Both topsails were double reefed and  
 the jib furled on that night. Yesterday (Friday) the breeze hauled a couple  
 of points, to N.N.E. and have since continued to blow from that direction.  
 The wind moderated in the forenoon of yesterday, but continued some  
 what squally all day. the weather was however pleasant, and under full  
 drawing sail we were steering N.W. by W. by W. Last night the wind  
 was changed to W. N. W. Today (Saturday), the breeze has been fresh &  
 blown steadily, pleasant weather yet continues with us and the bark under  
 full sail, is still steering W. N. W. making first rate time, and no indica-  
 tion of a change being visible. we may reasonably expect to have another fine  
 run during the next seven days. As might have been expected,  
 amidst all these squalls, rains &c. we have had no opportunity to make any  
 great addition of any oily nature to our cargo: the spotted tail whale of some  
 species has not been seen by us the past week but to compensate, in some mea-  
 sure for this, we have several times been blessed by the appearance of spouting  
 whales in size the first of these was a shoal of 100 pairs which passed us



on Sunday forenoon, undisturbed, but the next lot did not escape quite so easily. There were algerines that landed on Monday noon, and in playing around the bow, one of their number unfortunately lost the main part of his mess, by being fastened to from the mainmast and fell down on deck. That night both porpoises and algerines visited us and one of each species was struck, but both managed to free themselves from the iron probably only to die from its effects. These were the last animals of their class that favored us with a call, and we have since been doomed to wander on alone and unaccompanied, even the skipjacks have now deserted us, no ships have been visible and we are now looking forward to the port of Labrador as the first place for a gam. The sailors have been but little occupied this week, the weather having been somewhat unfavorable to such enterprises as skippers and officers usually have in view. The hold was broke out on Monday and four casks of salt water stowed for ballast; this is the principal amount of manual labor which has been accomplished through the week, save except the manufacture of a pair of fancy man-reps which must likely it will be thought are too good to be used. We shall probably have an opportunity to use them in port in about a fortnight longer, if the winds and weather behave respectably towards us.

The following Latitudes and Longitudes with the prefixed dates show our progress for the week past, observations having been obtained nearly every day.

Mar. 18th. Lat.  $3^{\circ}37'N$ . Long.  $120^{\circ}44'W$ .; 19th. Lat.  $4^{\circ}53'N$ . Long.  $121^{\circ}47'W$ .

20th. Lat.  $6^{\circ}07'N$ . Long.  $123^{\circ}37'W$ .; 21st. Lat.  $7^{\circ}18'N$ . Long.  $125^{\circ}37'W$ .

22nd. Lat.  $8^{\circ}50'N$ . Long.  $127^{\circ}34'W$ .; 24th. Lat.  $11^{\circ}32'N$ . Long.  $131^{\circ}41'W$ .

23d. No observations were taken.

Saturday, March 31st. 1855. The trade winds have continued to favor our advancement nearly all of this week though they have been somewhat fluctuating. At the date of the last entry they were blowing fresh from S. N. E. This continued the same through that night, and on Sunday the next day, the trades hauled to E. N. E. and continued to blow fresh from that direction until about noon of Tuesday, during all that time we were steering W. N. W. under all the sail; at the expiration of this time the wind hauled to E. and from that direction we had it very light until Wednesday evening, with the change of wind on Tuesday the ship was hauled up N. W. by W. but all day Wednesday we were steering W. N. by W. all sail set. On the night of Wednesday the wind entirely foretook us and we lay with the sails flying lazily against the masts until Thursday noon, at which time.



light breeze sprang up from the S. and under all drawing sail we steered off W. by N. once more. This state of things lasted only for the remainder of that day and through the night. And on Friday (yesterday), we have again been calmed all day. The calm also lasted the whole of last night and at six o'clock in the morning of the present day a breeze sprang up from N.E. which gradually increased and at noon we had the trade winds, strong, once more. They still continue with us, and this afternoon obliged us to take in the studding sails and all light sails. Ship steering W. by N. since taking the breeze this morning. The first change of weather during the week happened today: it was extremely pleasant previously, but soon after the breeze sprang up this morning rain commenced falling and continued to do so all this afternoon in copious showers. Today was also the first occasion of the week on which we have been obliged to reduce sail every thing that would draw having previously been carried.

The excellent weather of this week could not, of course be spent in idleness, and accordingly the sailors have been kept pretty busy nearly all the time. Their employment has consisted in making a new rib stay and manufacturing spun yarn, mats for chafing gear &c. &c. sailoring jobs being mostly made to go. About the most noteworthy transaction of the week was the birth of four small pigs on board ship, which event happened on the forenoon of yesterday. The mother was a sow which we obtained in Timor and I am happy to say, is now doing well, as are also her progeny, with the exception of one that died soon after he was ushered into the world. This made quite a considerable addition to our stock of fresh pork in perspective. The whale species have been rather more numerous to us this week than they were last. Although none bearing the appellation of sperm have appeared and consequently we were not at all bene-fited by the sight of those that made themselves visible. There are the only specimens observed, one being seen on Sunday afternoon, and another on the forenoon of Monday; no black fish or any other species of the genus *Squalus* belonging to that class have come under our observation.

At six o'clock this morning the same time that we raised a breeze a sail was also raised which for a moment raised a little excitement as such things generally do and served to cheer our drooping spirits by informing us that we were not alone in our wanderings. She however did not long remain in sight of us, owing to the thick and rainy state of the weather and now we are once more left to pursue our journey without the consoling reflection of being accompanied; but we have the shipping at Lavinia to fall back on for a gun and as we are making good progress in that direction at the present time, it will probably not be long ere we bring to at that port. who knows but what the country may find us there; it would not be at all surprising. The trade winds at a common



will continue with us all the way, and with there in our favor, another week ought to shorten the distance considerably, even if it does not take us to our destined haven. The part of the globe which we are now traversing is a somewhat lonely one and we all anxiously desire to get away from it as soon as possible.

From observations taken this week, the following Latitudes and Longitudes were deduced.

Mar. 26th Lat.  $12^{\circ}49'N$ . Long.  $134^{\circ}19'W$ . 26th Lat.  $13^{\circ}51'N$  Long.  $136^{\circ}17'W$ .

27th Lat.  $14^{\circ}1'N$  Long.  $136^{\circ}16'W$ . 28th Lat.  $15^{\circ}1'N$  Long.  $137^{\circ}27'W$ .

21st Lat.  $16^{\circ}43'N$  Long.  $140^{\circ}27'W$ . 31st Lat.  $16^{\circ}46'N$  Long.  $140^{\circ}53'W$ .

To day Mar 31st no observations were obtained.

Saturday, April 7th. 1855. This day has terminated another cruise for the bark *Arcturion* which has been quite as unprofitable as any of its predecessors. The past week, at sea we spent under the following circumstances. The strong breeze and squally weather prevalent at the last entry, moderated on the night of the 31st. so that we made all sail and stood on by N. On Sunday pleasant weather again prevailed, and the trade winds blowing fresh and steadily from N.E. favored our advancement remarkably well. About noon on Monday the wind veered to E. S. E. Monday night the breeze was from E. S. E. But on Tuesday it hauled to E. and from this direction we did it until arriving within sight of our present anchorage all the week the wind blew freshly and steadily, though at no time obliging us to reduce the amount of canvas, all sail has been carried the whole time. The courses which we have been steering through the week are as follows. From the commencement of the week until Tuesday evening we steered W. by N. at the expiration of that time the course was changed to W. and the bark steered in this direction until Wednesday when she was hauled up N. by E. at night she was again kept off W. and steered until the land was raised. Previous to this, the week had been passed away very monotonously, the sailors being out of employment, nothing of interest transpiring on board, and no description of fish whatever appearing to create an excitement. Later in the week the scene changed, and this change was commenced on Thursday afternoon by raising a sail astern of us, this was following on in our wake, and, as we supposed bound to the Sandwich Islands. Yesterday (Friday), a vessel, supposed to be the same one seen on the preceding day, continued in sight astern of us during the forenoon. At one o'clock in the afternoon the summit of the I. of Hawaii was raised, the I. W. and judged to be about eighty miles distant. This island appeared much the same as when we saw it years ago, thick clouds of fog overhanging and enveloping it, rendering what little could be seen of it, indistinctly visible.



and as we passed it well off shore no opportunity of discerning the face of the country was offered. Passing along to the W. at three o'clock P.M. we raised the Island of Maui bearing W. and at a distance of nearly fifty miles. This land was already slightly familiar to us and before night we recognized what is called the "Saddle" which is a valley between East and West Maui the mountains on either side of it rising to a considerable height. At the time Maui was raised, Hawaii was obscured by the dark overhanging masses of fog and rain to the Southward of us. We continued steering W. in the direction which Maui lay from us, until night, but at that time the land was still some distance from us and accordingly hauling up to W. by N. we kept on through the night, gradually hauling off to the Northward in order to be well to the windward when day broke. This morning we found ourselves in a very desirable position: Maui was in sight to the S.W. of us and we accordingly kept off in that direction: Land being perhaps twenty five or thirty miles distant several ships were also visible this forenoon bound in the direction of the Islands. Continuing on our way with the breeze strong from E. Molokai and Lanai soon came in sight. The Pileole passage was entered, Tahoe Lane became visible, and gradually hauling to the Southward as we drew on, by the land the boats soon left us dependent upon light puffs from various directions with which we managed to get in our present situation and at two o'clock this afternoon the anchor was dropped and the cruise was finished.

*Our Latitudes and Longitudes:* This week while we were at sea were the following:

April 1st. Lat  $18^{\circ}05'$  N. Long.  $144^{\circ}39'$  W. 2nd. Lat  $18^{\circ}55'$  N. Long.  $147^{\circ}07'$  W.  
3d. Lat  $19^{\circ}45'$  N. Long.  $149^{\circ}09'$  W. 4th. Lat  $20^{\circ}$  N. Long.  $150^{\circ}49'$  W.  
5th. Lat  $20^{\circ}25'$  N. Long.  $152^{\circ}30'$  W. 6th. Lat  $20^{\circ}40'$  N. Long.  $154^{\circ}24'$  W.

The passage to the Sandwich Islands having at last been performed, we now find ourselves once more at liberty to ruminate upon the transactions of the late cruise, in the calm still water of a harbor. Nearly four months have elapsed while we were performing this cruise and all this time has been valuelessly thrown away, as far as pecuniary matters are concerned: our prospects are still as dull and gloomy as ever and the only consolation left is the fact that we are once again arrived in port, where, for a time, we can probably manage to drive away all melancholy reflections. Since coming to anchor at two o'clock this afternoon, we have accomplished a considerable. The first and most important thing was to take the skipper ashore on liberty. Then the lower hold was turned topsy turvy for fresh water casks and having got out a sufficient quantity, they were hoisted and taken ashore to be filled with sea water. This finished the work of the day, the casks having been left ashore to be filled by the natives, and gave us a little opportunity to look about and see what was to be seen from our anchorage. We saw something more than a mile



from the usual landing place of boats and some distance to the North-  
 ward of the fleet now lying in this port, this renders going and coming  
 with the boat, somewhat inconvenient but it was a case of necessity that  
 caused us to come to in this position, the wind having failed us about the  
 time that we anchored. The town of Lahaina is seen from our anchor-  
 age presents a very pleasing aspect nearly every building apparently ben-  
 shaded by the verdant foliage of various descriptions of trees, and the place  
 has the appearance of a city in a grove. How there this flattering appear-  
 ance holds out on a close investigation, I am at present unable to determine  
 not yet having had an opportunity to visit the town. Back of the town  
 the land rises pretty abruptly to the height of some five or six thousand  
 feet and on this rise the Ocean is as cheerless and uninviting as any we  
 witnessed in the remote regions of the Northern sea. The barren aspect  
 of the country being relieved once only by the appearance of a college and sev-  
 eral outbuildings, forming a place called Lahaina and situated  
 about three miles from Lahaina. The other islands of the Hawaiian group  
 in sight of us are Kahoelawe and Molokai, small islands to the Southward  
 of us, Lanai to the Westward and Maui to the North; these with Maui  
 to the Eastward form nearly a land locked harbor, the only direction from  
 which the wind here blows to disturb the shipping being from the S.E.  
 through the passage between Lanai and Kahoelawe, and from thence at  
 certain seasons of the year it sometimes blows so that vessels lying in the  
 port are obliged to get under way and leave for the open sea. I  
 believe we are now here in the right season for a blow, and possibly we may  
 experience one before leaving. A reef of coral extends along the beach to the  
 N. & S. all along in shore of us, and over this the surf rolls gently the swell  
 of the ocean being too much interrupted before reaching this beach, to beat  
 upon it with much force. Abreast of the landing place we observe a  
 pier of stones, built out as a sort of breakwater, over which the surf flows  
 over, and by this means an apparently smooth passage is formed  
 for boats through which they go and come without difficulty. The  
 signs of some foreign merchants are recognized along the beach on shore  
 and the horses cantering along shore, Kanakas running to and fro, and  
 the boats continually travelling in and out; all combine to give the  
 place quite a business like air. With us, there are lying here  
 five whaling vessels besides one or two small Kanaka craft, which latter  
 are of course no company to us; but the whalers have already commenced  
 their running, seeming determined with a determination and impetuosity  
 to force themselves upon us whether we will or no. However they are  
 a perfectly welcome and I hardly think that any of them were more  
 desirous of having a gun than our boys were. Those with whom we  
 were gambling, was a boat's crew belonging to the ship L. C. Pickens.



of New Bedford, one of the ships lying here with us. They came on board just before sunset and remained with us until ten o'clock this evening. The time was spent very agreeably music and dancing entirely. And the scene and we found the strangers to be a first rate set of fellows rather green in consequence of having just come from home, and quite credulous, but this will all wear away in one season North. Besides the fleet lying at anchor with us, several other whale ships have been sailing about the harbor, lying off and on, and one of them which we ascertained to be the America of Warren sailed off in the direction of Nobe. With this lot of whale ships in here to gam with I think we can manage to pass away a week or two agreeably even if the times on ice should happen to be dull. The fleet now lying in here is very small as compared with the numerous vessels that were recently lying here, but there have nearly all sailed for the October and Arctic seas, in quest of bowheads, as the whaling season in these seas commences somewhat earlier than on Rodick, the cruising ground to which we are bound. However a few ships may yet arrive here before we leave and therefore leaving them to arrive and depart as they may we will conclude the last entry of the cruise terminating on Saturday, April 8th. 1855.



# Lying at anchor in the port of Lahaina

## Sandwich Islands.

April 1855.



Saturday, April 14th. 1855. Our first week at Lahaina has at length passed off after a fashion although not quite so pleasantly as it might have done, had it not been for a Souther which we have this week experienced. Previous to its commencement the transactions on board were somewhat as follows: Early on Sunday morning last all hands were disturbed from their slumbers to make preparations for fleetings a short distance nearer to the passage through the surf, at six o'clock A.M. the anchor was hove up and making a little sail with a light breeze from a Northerly direction we stood up the beach to the Southeast about half a mile then again came to an anchor in some seventeen fathoms of water, about three furlongs a mile from shore in amongst the shipping and altogether in as good a situation as could be desired, handy for gamming and convenient to the shore, all this performance was accomplished in a



hour or two and the remainder of the day was spent in finding out who  
 were our neighbors by visiting them and one boatman was on shore nearly all  
 day. Four whales were seen off shore on that day. Monday and Tuesday were  
 differently spent, all hands being very busily occupied in getting off and  
 down water which was accomplished to the satisfaction of all parties  
 just in the nick of time as we soon after took the blow already mention-  
 ed. On Wednesday the Starboard Watch paid a visit to the boat of Liban-  
 na on Liberty, where they remained all day and judging from the figures  
 they put when they came on board at night all had been enjoying  
 themselves admirably well all being very merry. It was the intention  
 to send the Starboard Watch on Liberty Thursday, but this was prevented  
 by the state of the weather as on Thursday morning the blow from a  
 Southerly direction had set in pretty strong and the weather bore every  
 appearance of being disagreeable for some time: in this case appear-  
 ces were not deceptive for from the time the blow set in until the  
 present date the wind has continued to blow with a gale almost ince-  
 santly rendering all communication with the shore very disagreeable  
 business, and as there was nothing very urgent to render such communi-  
 cation necessary to our welfare we dispensed with it altogether. During this  
 blow we have had much rain but as the greater part of the time has  
 been spent below the deck by all hands we made very pleasant weather  
 of it. Once or twice we were called out to perform some duty in order to  
 render the ship more comfortable and some preparations were also made  
 to clip the cable and get under way if the breeze should prove too much  
 for us, once all hands were called out in the middle of the night and  
 amidst the rain and wind the topsails were loosed, double reefed in  
 readiness for an emergency, then again furled. The captain has been ashore  
 all the while and the mate having the responsibility resting upon his  
 shoulders has perhaps been more fidgetty than there was any necessity of,  
 thereby causing some unnecessary labor. The heaviest of the blow we  
 have met with with both anchors down, several times the mate  
 has been on the point of getting under way and going to sea but did  
 not make it out and now, I think we have cause to congratulate our-  
 selves that we have been spared the trouble attendant upon such a pro-  
 ceeding, as the blow has lately been gradually subsiding and the signs  
 are favorable for pleasant weather once more. Previous to this blow  
 ships passed in quite abundance; five arrived on Monday and several  
 others on Tuesday and Wednesday so that we now have quite an assem-  
 blage of whalers here, although one or two got under way and stood  
 out to sea in the forenoon. The weather, probably anticipating that  
 if they remain longer, but the old "Arab" has stood it out like a  
 brick and the only ill effects of the breeze which she has received is a short



drag off to the leeward, toward the reef, but she now lays quiet  
 Since more and no danger from the reef is anticipated. A gale of  
 wind at sea is something with which we have been quite famil-  
 iar but a gale of wind in port is what we have not before been  
 called upon to experience during the voyage. Among the arrivals  
 of the first of this week was that of the ship *California* of New  
 Bedford, just out from home, and among her crew I fell in with a  
 couple of old companions quite unexpectedly. Gambling with her  
 was carried on quite extensively as her whole crew seemed to be an ex-  
 cellent set of fellows. In fact there seems to be a whole fleet of good  
 companions assembled together in this port; this circumstance  
 though, is easily accounted for from the fact that most of the ships  
 lying here are just out from home and consequently their crews  
 are comprised mostly of white men, unlike those vessels that have  
 been out here two or three seasons, from which all the original crew  
 have deserted, and a parcel of wild Kanakas, Portuguese, or natives  
 of the Spanish main shipped in their stead. In this respect however  
 we have been very fortunate, as through all our vicissitudes, nearly  
 all of our principal crew have been retained, and everything has  
 so far gone on tolerably smooth, unlike other cases which occasion-  
 ally come under our observation and among which a disturbance on board  
 the *Barb* Commodore Peble of Lynn, now lying in this port, may be cited  
 as an instance. They have had a row between Captain, officers and crew and  
 during the time some of them were obliged to go ashore. He appears in court  
 at a hearing of the matter. Of the times on shore, we have lately heard  
 but little and as yet, the Larboard watch have had an opportunity  
 of making any acquaintance with the 'cack', as they have been ashore on  
 duty only and on such occasions made but a short stop. The watering  
 business is performed here with less trouble than we were accustomed to  
 experience in this line at Tumbex, as here we have only to tow the  
 raft off and on shore the casks being filled a short distance from the  
 beach by the Kanakas, who also raft them for us after they are filled; tow-  
 ing them to the ship is but little trouble as the water is smooth all  
 the way, and the distance short. Another consideration, however in get-  
 ting off water here, is the fact that no spirituous liquors are to be easily  
 obtained during the time, as at Tumbex where we had the 'point' for a  
 stopping place where aguardiente was plenty, and notwithstanding all  
 the difficulty which we used to have there I do not doubt but that ma-  
 ny of our crew would prefer watering at Tumbex to watering at this port,  
 solely on account of the fun afforded. Even in what little I have seen  
 and heard of Tashina since he arrived here, I hardly think it realizes  
 the expectations called forth by a first sight of it from the anchorage.



The Starboard watch do not give a very enchanting description of the place, but notwithstanding this, we of the Starboard watch are anxiously awaiting the arrival of our first liberty day which will be the first day of good weather that we have. Three or four days liberty for each watch, we are expecting and well probable, get it if the stars men behave half way decent. How many of them who are to lose by desertion in here, yet remains a mystery, but in all probability some of them will make an attempt to leave this may be expected with greater certainty from some that have previously underlook it for having once been foiled in such an undertaking. I think it would be desirable to carry the plan through, at all hazards. plenty of opportunities will most likely be offered to any such as may wish to desert, and if such opportunities are only made improved in any part, a desert will experience no difficulty in getting clear of a vessel according to my way of thinking. Success to all those that make the attempt.

Having accomplished the principal amount of work that was to be done in port, the first of this week, about the only things that will now detain us here are the liberty, and the taking on board of a few vegetables. I suppose this latter can be easily performed by one watch while the other is ashore, and therefore as soon as the liberty is over we shall probably be ready for sea, this I think will be one another week passed, provided we can have pleasant weather soon, which we have every reason to expect as the sky in the direction of Tahiti is becoming less sullen and ominous in appearance lately. It seems as though we are doomed to experience misfortune throughout all our wanderings in Tumber we lay during a time when the sun ran higher than it had done before for a long while, thereby rendering our passage to the shore disagreeable and well dangerous, all this was probably so, because the "Barb" had happened to be lying there, and now, arriving at Tahiti we must have a hurricane from the South to annoy us. certainly I should think we might be favored with a pleasant time in port, after encountering all the misfortune which we do at sea. however "greenies" will come a whaling and they ought not to grumble at the misfortune which they bring upon themselves, besides we do not yet despair of having a good time before visiting the ocean waves again. all the liberty, and considerable gammoning we must get in store for us, and for the last three days we have been consulting ourselves by anticipating what is to come after this blow subsides. Previous to the commencing of the storm the weather was pleasant as could be desired. light land breezes usually kept the place comfortable and off in the direction of Molokai the trade winds were observed rushing through the Paileo passage, impetuously, but they scarcely ever reach the anchorage here owing to the intervening High land. Maui. The next entry will probably find us ready to move, and possibly some time sea.



Saturday April 21st. 1853, finds the "gal-  
lant bark" once more afloat on the ocean wave, and glad am I that  
Bahama and all its appurtenances is now left far behind. The  
time at that port has passed away agreeably enough, but when the  
ship is ready for sea all that intend to go in here are anxious to leave,  
and so in this case. The portion of this week which we spent in port,  
however, yet remains to be accounted for, and therefore, to the task.

The first thing, is to get good weather to commence upon: this we ob-  
tained by the morning of Sunday last, as on the preceding night the  
blow from the Southward subsided agreeable to the indications of  
the sky at the last entry, and accordingly Sunday was a pleasant  
day. In the morning early the Larboard watch were ready to go a-  
shore to spend the day, which I believe they did to their satisfaction.

Watchmen were ashore on liberty with us from several ships but the laws  
are here so strict that the day was not kept up as it would have been in  
a port of the Spanish main, and coming on board at night, the mem-  
bers of the Larboard watch behaved very respectably. In Monday the  
Starboard watch had their second day of liberty and this was on Tuesday  
followed by the going ashore of the Larboard watch for the second time,  
which ended our liberty at Bahama. During this time we had plenty  
of opportunities to inspect everything worthy of inspection in the place, also  
to observe the manners and customs of a people with which many of us  
were previously unacquainted, and to see much that was new and inter-  
esting to us. Bahama is decidedly quite a pleasant looking place, and, if  
under the guidance and control of those who would look to the general  
interest, rather than to their own aggrandizement, might be converted in-  
to quite a thriving town. It is situated in a flat of about a mile in width  
and which extends along the base of the mountain nearly double that distance.  
Nearly the whole of this area is a sparse grove of various kinds of trees, conspic-  
uous among which are the bread fruit, and several clusters of cocoanut  
trees. All amongst this grove are scattered, here and there the dwelling  
houses of the native population, which are generally built of adobe, some-  
what after the primitive fashion of building houses. Occasionally a  
respectable looking frame house is seen and there are met with quite  
frequently in the more thickly settled portions of the town being gen-  
erally the single or residences of foreigners who do business here. The  
principal street, or rather road, runs along parallel with the beach,  
and but a few yards from it the whole length of the town; back  
of this are two or three more roads, and at irregular intervals, these  
are intersected, generally at right angles, by other by paths running  
from the beach. In that portion of the town furthest from the beach, the  
huts are scattered about amongst the trees and bushes very promiscuously.



and thus it is that an opportunity for a very easy life is offered. Here the natives of the port assemble around a calabash of po and with a quantity of fish seasoning eat their fill. Poe and fish are their national dishes and all ranked at the native society, po sweeping two or three fingers around in a calabash of po, to sitting down at an epicurean table with a drink and fish. In this department of civilization they are likely to remain ever uncivilized; foreigners have exerted, and still exert a great influence over their customs, but they are bound to stick to the calabash of po, as long as they remain Banaka. In all other respects they are fast approaching the civilized state; a Banaka with nothing but a shirt on is occasionally seen but such sights are rare. In the place are several Chinese merchants of long standing who deal in nearly all kinds of wares most of which they import from China, and accordingly sell at low prices; in silk goods they deal to a considerable extent and they dispose of them at a very reasonable price. Nearly all the Banakas wear about a silk which would be very acceptable to many of the ladies of the Atlantic states. These silks are not made up after the latest Parisian style (unless it has altered greatly since we left home), but are merely drawn up about the neck and waist and thus, barefooted and bareheaded the women bump about the town as gracefully as a duck. There are also several foreign merchants of other nations here, and there do all the trading with the vessels visiting the port, furnishing them with recruits, subsistence money &c. The native population are, in a great degree, subservient to the foreign residents of the place, these latter however are more Banakas at heart than the Banakas themselves if such a thing can be proved. They have great influence in the government, and hold many important offices; they superintend the native police and a foreign judge presides in the Banaka court to fleece the poor sailor men out of their money in the shape of fines, court fees &c. One would think that in such a country as this he might receive some little favor, or at least justice, from a white man, but instead of this every opportunity to shove a sailor in "chokey", and fine him, is eagerly embraced. A sailor going ashore after having been a long time at sea, naturally desires to have a little fun and perhaps his inclination may lead him to imbibe a little more than is consistent with propriety, but in such cases, as soon as he is in the least degree noisy the cry of "haul in" is resounded, Banakas young, and old rush to the spot pick up a little sailor man, and away he goes to the calabash to be brought before the judge next morning, and fined, five ten or fifteen dollars according to the nature of his offence, in addition to paying one dollar per day for board so long as he remains in confinement; the board which he receives is a loaf of bread every day, and as much water as he can drink. The



fines however, are all paid by the shippers, and Jack scarcely ever thinks that in the end, it will all come out of his pocket. Of our crew they had two only to operate upon. There were William Cunningham of the Starboard Watch, and James Taggart of the Larboard, both of them being accused for having too freely imbibed the nauseous beer which is manufactured as a substitute for spirituous liquors, the latter being retailed at twenty-five cents per glass and consequently the sailor coming on shore with a dollar to spend can hardly afford to get "light" on it. But the beer is most effectively used as a substitute and answers all the purposes of ardent spirits. Tobacco is said to be one of the principal ingredients of this beer and judging from its effect, there is no reason to doubt it for instead of making the victim drunk, it renders him nearly wild. However, anything for an excitement on shore. The two of our crew that got in the calaboose from its effects, hid there until the ship was ready for sea, and were then taken on board.

Altogether the facilities for sailor's enjoyment in Lahaina, are not at all above par, and, according to my notion they are exceeded either in Talcahuano or Tumbez. Fruit common to the tropics is quite plenty and to be had at reasonable prices. The public buildings of Lahaina that came under our observations were first, the Kanaka church, a wooden building of very plain architecture, surmounted by a bell, second the "King's palace" and lastly the calaboose. The "King's palace" is a large wooden building near the beach which was intended to be a palatial residence of his Majesty, Kamehameha the third, and was accordingly commenced on quite a grand scale for an edifice in this country. But before it was completed a heavy blow struck a portion of the roof which I supposed discouraged the builders, and the attempt to build a palace was carried no farther. The building is now somewhat dilapidated in appearance and used only for a court house; here it is that the sailors are brought before the judge to answer for their misdeemeanors. The calaboose is comprised of two long wooden buildings, with grated windows which give them a sort of hen house appearance. These two buildings run parallel to each other being just five or a dozen yards apart; surrounding them is a stone wall of about seven feet in height and three in thickness which encloses a square area of about one acre. In this yard the prisoners are allowed to run loose through the day but at night they are locked up in the "hen house buildings", having never been within there of their internal arrangements I can say nothing. This calaboose is a structure that has been recently built; and no doubt answers the purpose very well. The place of confinement for unruly sailors and other criminals was formerly in the fort, which



stood near the place where the boats generally land. This place is now all broken up the old fort walls in many places demolished, and for the protection of the town. I suppose a sort of breastwork is erected upon the top of which is mounted several small field pieces although what damage the batteries could do with these is beyond my comprehension. Each day that we were on liberty catches were taken from other ships so that we had plenty of company and amongst the crowd we managed to make a little stir. Coming on board at night the men board both catches were considerably staled and it was then that a game was enjoyed with unusual zest. we either received company or went off ourselves about every evening. After the Star board catch came on board from Liberty on Monday evening. A boat load of four boys went off on a game on board the ship Abram Barker of New Bedford and among the crowd was John P. Smith, carpenter. While they were there the boat in which they went very mysteriously, got a drift from the ship and the circumstances passed unnoticed until the gamblers were ready to return, which was at about ten o'clock P.M. the night being dark nothing was then to be seen of the boat and accordingly our crew were brought down by a boat from the Abram Barker, and the boat then returned. On Tuesday morning the carpenter was missing. High and low the bark was searched but no traces of him could be discovered, and at last all hands arrived at the conclusion that he had given us the slip. He was known to have come on board the previous night from the Abram Barker in her boat; and that was the last certain trace of him. Strong suspicions were entertained that some of the crew were cognizant of his proceedings and an attempt was made to ascertain if such were the fact but of course no one knew anything about the affair. At any rate, nothing has since been seen of him by any of our crew and we were obliged to leave Lahaina without him. A private opinion respecting his escape based upon substantial grounds is that the loss of our boat on Monday evening was part of his plan, and that he returned to the Abram Barker in her boat the same night and there stowed away. The plot was cunningly contrived and well executed. In board of the carpenter at last sent by the very convenient name of John Smith but this was only an assumed one. His real name was J. P. Mr. Fegor a first rate fellow and liked by all his shipmates: this was his second attempt at desertion, and the only one that occurred among the crew while we lay at Lahaina. Our boat that went gambling was observed alongside the Bark Blakely of Greenport on Tuesday morning, they having picked her up during the night, and from there he obtained her and brought her home again. From the last days liberty to the time of our departure from Lahaina, we were but very little occupied: a few recruits, such as John Squier etc were taken on board and the boats were kept continually to and from the beach on business of little or no importance. The space between the shipping and the town was usually



well studded with boats belonging to the various ships, and all over the harbor the canoes of the Kanakas were quite numerous, their inmates being always busily employed in catching fish with nets and lines though their success always seemed to be very indifferent. The canoes in which the people about are very neatly dug out of large logs, and one side is furnished with an outrigger to prevent their capsizing. This outrigger is formed of two stout pieces of wood, one near the bow the other near the stern, which project out at right angles to the canoe's side. In a curve and meet the water some five or six feet ahead of her. The ends which meet the water are firmly made fast to a heavy stick which stands parallel with the canoe and is rounded off at both ends so as not to impede the canoe's progress; this rig gives the canoes great steadiness and they are not easily capsize, but it looks somewhat clumsy and awkward, notwithstanding this however, the Kanakas prefer them rapidly and seem to delight in going through the surf with them, guiding them over the rollers as steadily and easily as can be imagined, and as far as our observation extended never meeting with an accident. Ships continued to arrive at and depart from Lahaina during the whole time which we were laying there, thereby affording us plenty of opportunities to form new acquaintances and enjoy the privilege of gambling as much as we pleased. I kept no regular account of the whalers as they arrived and departed, but the following vessels either arrived or sailed while we were there: Mr. Ship Joseph Meigs, L. C. Richmond, California, Abram Barker, Bartholomew Gosnell, Marcia, Magnolia, all of Bedford, ships Harry and Gazelle of Nantucket, Bark Italy of Greenport, Bark Commodore Peble of Lynn, and two French whalers, besides several small vessels belonging to the Islands, with nearly all these whalers we were gambling more or less. When we sailed the only one left I believe was the Harry Nantucket. In Lahaina we sold all the oil that we had on board, with the exception of a sufficient quantity for our own consumption, but the amount of sales altogether, did not exceed twelve or fifteen barrels. Three "natives of the soil" and a white man, calling himself William Smith were shipped at Lahaina, so that we now number more hands than ever before during the voyage.

Yesterday morning (Friday April 20th) every thing was ready to sail with the exception of the skipper, and he arrived on board shortly after noon, when the anchor was taken up, sprits loosened and sheeted home and away we sailed at three o'clock P. M. bidding adieu to Lahaina and all its inhabitants, for at least a few months more on "Hawaii," but not without the consoling reflection that previous to starting on this cruise we had passed some fortnight very pleasantly.



Since the time we left Lahaina we have had the weather quite favorable for our advancement but strong breezes have rendered it somewhat unpleasant. After lifting the anchor, all sail was made and with the breeze light and variable we stood off in a Northwesterly direction until near night when the "trade", blowing fresh through the Pailolo passage struck us and sent us on with a rush also causing the taking in of all light sail. This was the breeze for us and with it we stood down the Passage and passed between Molokai and Oahu soon after midnight, last night so that on this (Saturday) morning we were all clear of the land, and had an open passage to Hawaii before us. On this journey we have continued to travel all day steering to the North with the trade blowing from the Eastward and that so fresh as to prevent our carrying any light sail. Nothing of particular importance has occurred on board since we sailed, but one lucky killing timer amongst the right whales of Hawaii may be expected.

Observations obtained to day, placed as, soon after noon in

Lat.  $22^{\circ} 57' N.$  Long.  $157^{\circ} 29' W.$



The cruise on *Hodich*  
 from the Sandwich Islands  
 to the Sandwich Islands.



Saturday April 28th 1855. The week ending with this date has witnessed a considerable change of our latitude and consequently a corresponding change in the atmosphere is experienced, which however has not yet been very uncomfortable. From the commencement of the week until about Thursday the trade winds continued with us blowing fresh, and varying from E. to S. during this time we were generally under double topsails and courses, steering the ship N.N.W. and making admirable headway. At the time the trade left us we made a change by which nothing was lost. The wind hauled round to the S.W. and after a little fluctuation, finally a fresh and steady breeze set in which has continued up to the present time, varying from S.E. to S. and allowing us to carry all drawing sail ship steering to the N. by land all the while, with *Hodich* in view. The sailors have this week been occupied in getting the old bark in readiness for the season North by commencing to repair the sails &c. the reparation of the suit will probably be a job that will last as until we get where mending sails will be considerable business.



is only specimens of the whale tribe that have come under our observation during the past week are finbacks and paperbacks, which have been several seen. As for right whales, we are yet some distance too far to the Southward, but if the late breezes continue they will soon take us where they usually do. Besides finbacks and paperbacks, the only thing observed to attract any attention was a ship, that was seen first on Monday, but she continued in sight of us all day Tuesday, steering off in nearly the same direction as ourselves, and probably bound on the same errand. We are now well on our journey to the North, and whatever may have been our previous ill success all hands now seem to be pretty confident that there is good fortune yet in store for us on Fiodiak. This may be "hoping against hope" after what we have experienced but such is the case. The season upon which we are now entering is one that is about to decide our fate or rather the fate of the voyage: if we make a failure of it this time we are "gone in" beyond all hope of retrieve and therefore it is best to hope for luck whether we have it or not. Having shipped men enough in Maui, we can now man four boats, and good men to head them is what is most requisite to success, whether or not we have these, yet remains to be proved. Right whales are said to be a very smart species of the marine class mammalia; they are kind with which as yet we have had but little acquaintance. But very few having been seen during the voyage and none having been struck but Fiodiak is said to abound with them, and nothing else: it now seems very easy to go up there and take oil sufficient to retrieve our broken fortunes, but this may be more difficult than is imagined. We have heard of but few vessels that are bound for Fiodiak this season, but there will probably be quite a number up there as whalers do not now put quite so much dependence in bowheading in the Arctic and Arctic seas as they did a few seasons ago, and are consequently once more feeling back on right whales. Most likely there will be ships at Fiodiak before us but their chance on this account will scarcely be better than our own, as we are considered to be quite early enough for whaling, the weather being generally unfavorable for the business until after the month of May. Our course now lies to the Northward until we arrive on whaling ground, which will probably be at this time about three weeks. This however will depend altogether upon the winds, which are uncertain. Another week will most likely take us to a latitude where we may have to blow our fingers to keep them warm. The following are the latitudes and Longitudes obtained during the past week but the latter have been scarce.

Apr. 22d. Lat.  $24^{\circ}25'N$ . Long. not obtained. 23d. Lat.  $26^{\circ}25'N$ . Long.  $158^{\circ}41'W$ .  
 24th. Lat.  $27^{\circ}57'N$ . Long. not obtained. 25th. Lat.  $29^{\circ}02'N$ . Long.  $159^{\circ}37'W$ .  
 27th. Lat.  $31^{\circ}20'N$ . Long.  $160^{\circ}39'W$ . 28th. Lat.  $32^{\circ}24'N$ . Long. not obtained.

No observations were taken on the 26th. ult.



Saturday May 5th 1855. Up to the present time the winds have continued favorable for us and have advanced us along remarkably well, although the weather which has accompanied them has been very disagreeable. The wind on the first part of the week, until Wednesday night blew pretty fresh and steadily from S. by E. occasionally varying a point or so to the Eastward, and permitting us during this time to carry all drawing sail studding sails being called into requisition amongst the rest, and the breeze was not at any time strong enough to bring in anything more than the light sails: we were then steering off N. the weather being comparatively fine until Wednesday when a foggy and rainy change came over it. On Wednesday night the breeze began to freshen from S. and at last hauled to the N.W. from whence it blew pretty strong for a while, obliging us to come down to two double reefed topsails and a lower. This breeze soon hauled out to the Southward again, but ever since that time we have had it very squally, rainy, and frequently a thick fog, which all forcibly reminded us of the weather we were wont to experience in Arctic regions a year ago. Since shortening sail on Wednesday night we have twice had occasion to repeat the same maneuver, and come down to the same amount of canvas, but it has not yet blown strong enough to oblige us to "luff to", and since the first of the week the ship has been steering N. N. W. and N. W. making considerable progress. So far we have not yet had the opportunity of seeing a right whale but the only present fin back has been wandering about all the week, and several times caused the cry of "there she blows" to resound from the mainmast, thereby frightening the poor sailors into the belief that they are about to lose a watch below, which in these latitudes would be indeed a loss. Besides fin-backs, porpoises have also been seen several times, and on two different occasions we have passed pieces of lean blubber, usually designated as "fat lean". This is an encouraging circumstance, as from it we understand that whales have indeed been taken here this season.

The employment of the sailors this week, when the weather was favorable, has consisted in the reparation of some of our old sails, but trusting that the boat is now all "rigged out" in this respect and very glad am I on this account for handling a palm and needle at deck in such weather as we have lately had to work in, is no very agreeable occupation. The foresail, mainsail, and main topsail have now been sent down repaired, and again bent, and the fore topgallant sail, a sail very unnecessary in our situation, has been sent down and stored away. So that we are now ready to meet whatever fortune may befall us in God's hand, be it good, bad, or indifferent. The other interesting trans-



... of the week have been the murdering in cold blood, of a couple of the same  
and all the same goat all of which were obtained in ... and were ...  
... to have a fresh mess, goat and all were eagerly devoured by the ...  
... This lessened our live stock considerably, but we still have

a large supply of pigs on hand, which will probably be killed off gradually  
as long as they last. Another item of interest in the ... transactions was a  
dispute between the skipper and ... a foremast hand, which was  
caused by some trivial circumstance. No assault and battery was commit-  
ed on or by either party, and the captain gave the principal amount of ...  
inc, but receiving a little lip from the sailor in return he was ...  
and sent poor Eggart to the main top ... cross trees to whale away an  
idle hour or so. He were under the ... top sails at the time. The wind was  
blowing pretty fresh and considering the state of the thermometer the main  
top gallant cross trees was a very desirable location to be perched in. This affair  
took place on Thursday last.

We are now fast approaching the locality  
which might ... and expect to see a specimen of that species  
before long. As we increase the latitude the thermometer continues to fall rap-  
idly and since leaving Tahiti we have experienced a great change of weather  
in this respect. Monkey jackets, comforters and mittens are much in vogue  
now days and without them, we know at the wheel or masthead would be  
most miserable passed. Ornithological specimens of the inhabitants, cold  
weather in the shape of "gonies" and other ... are now getting numer-  
ous once more and everything relating to the passage which we are now  
making reminds us of our passage to the Antarctic Sea, a year since.  
If our success this time is to be no better than it was then, it would be  
better for us to go about and return from whence we came, but what we are  
to do on that point is yet hidden in the mysterious future, so far the pros-  
pect continues favorable, but we never yet have experienced any diffic-  
in ... age to any part of the globe ... visited, and  
so probably in this case, the least difficult part of the seasons work will be  
the going to and returning from ... another weeks run like this  
will take us in a right ... neighborhood, but in such weather as we  
have ... nothing could be done if right whales surrounded us.

Our solar observations this week have not been very numerous in con-  
sequence of foggy weather but they have been frequent enough to enable  
us to determine what course to take the only thing requisite observation  
that were taken have given the following situations: viz.

Apr. 29th. Lat.  $38^{\circ}56' N$ . Long.  $156^{\circ}52' W$ ; 30th. Lat.  $35^{\circ}38' N$  Long. not obtained  
May 1st. Lat.  $37^{\circ}54' N$ . Long.  $160^{\circ}04' W$ ; 3d. Lat.  $41^{\circ}50' N$ . Long.  $151^{\circ}51' W$ .  
4th. Lat.  $42^{\circ}28' N$ . Long. not obtained.

May 2nd. and 5th. no observations whatever were taken



Saturday, May 12th. 1855. The week ending to day has been a week of continual bad weather and the most of the time the wind has been blowing fresh. From the commencement of the week until Wednesday the breeze was from the Southward mostly and on Sunday and Monday was blowing pretty fresh though quite steadily; on these days we were steering to the N. N. W. or N. W. by N. and being be-  
 lieved the wind was enabled to carry whole topmast, courses and part of the time, a main top gallant sail. We were under this sail on Tuesday morning early but the breeze then began to freshen and in reducing the canvas set a most melancholy accident happened: it was in the morning watch and the Starboard watch were on deck: they had taken in the main top gallant sail and furled the mainsail and as they were coming down the rigging, after the use of the Starboard watch were suddenly awakened by the thrilling cry of "man over board" which was issued at the fore-castle scuttle with a stentorian voice never shall I forget that appalling sound, those that have never heard it at such a time can little imagine with what feelings it is heard, perhaps a well beloved shipmate is at the time vainly struggling with the angry surge from which he may never be rescued; too true, alas! were these apprehensions realized in the present instance. Not a second time did that fearful cry have to be sounded to rouse out all hands and in a moment every man was on deck in readiness to do all that lay in his power, to save the drowning man. On deck everything was confusion, the ship had been suddenly brought to the wind, which was then blowing strong from the Southward, with everything in a state of confusion, the mainmast was cleared away and lowered in an instant; just as our watch got on deck she started off in quest of the unfortunate one who had then been in the water perhaps five or six minutes at the longest, but nothing was to be seen of him from the ship. It was some time before I could ascertain who it was that was over board, as several of the Starboard watch seemed to know nothing about it, but we were at last informed that it was a young man by the name of Vides and that he had slipped from the shrou pole on the Starboard side of the main rigging, when coming down from furling the mainsail, and fell into the water between the Waist and quarter boats. He was seen to rise just astern of the ship and to utter a cry for help but at the time the bark was sailing directly before a strong breeze and going at the rate of about ten knots per hour, consequently, before she could be brought to the wind she had sailed a considerable distance and when the boat was lowered, nothing was to be seen of the man. He was however known to be somewhere to the windward of the ship and accordingly the boat started off in this direction, all hands on board any-



iously watching her progress in hopes to see them pick up the lost one but we looked in vain; from the boat they could discover nothing of him. it was a very rough sea for a boat to pull in, but she continued to pull around for half an hour or more without discovering any thing. then slowly she sailed back to the ship and we knew that one of our number was gone, never more to return. At this time the weather was extremely bad the wind was continually increasing and was accompanied by fog and drizzling rain. While the boat was off we had double reefed both topsails and when she came on board sail was taken in to a close reefed main topsail and fore top mast staysail and we lay to for the remainder of that day in a fresh gale and very foggy and rainy weather; perhaps a faint idea was entertained that we might possibly fall in with some traces of the lost man after the blow was over, but such an idea scarcely amounted to a hope; it was impossible for one to have long remained afloat in the water that day for it was excessively cold. And besides Alden was encumbered with a heavy jacket and boots and was probably nearly numb with cold before he fell, so it was almost impossible for him to make any great exertion to keep afloat. Water, a heavy sea was also running which made it much worse. and long before the boat gave up the search the poor fellow had probably sank to rise no more. William Alden, the lost one, was a native of Bridgewater, Mass. and about nineteen years of age, single and healthy, and to be taken from our midst without a moment's warning. But it was no doubt a wise dispensation of his divine creator and as such should not raise a murmur. He was a messenger of peace and much do I miss him. Every one on board the ship felt his loss very much and for a time a melancholy gloom pervaded the whole ship. But it is strange how soon such occurrences are forgotten; now one would scarcely think that within a week we had lost a dearly loved shipmate and yet such is the fact. Alden came out under the espousage of the captain, who lost him very much. he leaves a kind father, an affectionate mother and loving brothers and sisters who may in vain look for his return to his once happy home. they will never again see him on this earth.

On Wednesday the gale of the preceding day had moderated considerably, and making sail we continued on our course to the North westward. From that time up to the present the breeze has varied from S. to S.W. and at no time have we had very light winds. We were steering off to the N.W. on Thursday through the day, but at night it was thought that we were far enough to be in the neighborhood, and not desiring to run by any sail was accordingly shortened, and coming to the wind, boat crew watches were set for the night. Not



long after this it came on to blow in earnest and what little canvas had been left out it became necessary to take in, with the exception of a close reefed main topsail and fore topmast staysail, under which sail we were lying to in a strong gale from the Southward until this (Saturday) morning, when the gale having moderated and the weather assuming a more agreeable aspect, all drawing sail was set and we steered off to the N.E. in pursuit of right whales, which however we did not succeed in finding, and towards night the weather again began to frown, the breeze to freshen, and taking in sail we again come to the wind in another pretty stiff blow from the South, in which we are yet lying. A very poor prospect for catching right whales, but we have not yet seen any to catch and therefore in this respect no blame can be attached to the weather so far. Finbacks and sulphur bottoms have been quite abundant for the past few days. A couple more of the hogs were killed upon to suffer this week, and the first of these was for a long time a passenger with us it being no other than one of the two pigs that were obtained from the ship Eagle in the Atlantic ocean, about seven or eight months ago, when killed she had grown to a fine large hog weighing nearly two hundred lbs. What we have now killed has made quite a perceptible difference in our quantity of live stock, and the sooner the remainder are killed off, the better they are only a nuisance on board of a ship. The watchmen have been but little employed this week and all through the blow quarter watches were stood which of course suited the sailors extremely well, boat crew watches will now probably be stood nights for the remainder of the season. The number of these watches are four, each boat crew forming one watch, and this takes all hands forward with the exception of one, who belongs to no boat; this is Charles Parks, formerly steward, but as he is an "odd one" now he has been promoted to the office of a sort of fore-castle steward, his duty being to sweep out the fore-castle, trim lamp &c. he is exempt from standing a watch at night, but to counteract this privilege he is obliged to take "all day on deck".

Having now arrived on cruising ground we may daily expect to see right whales, and probably before long we shall fall in with some company. No vessels have been seen either in this or the preceding week.

Notwithstanding we have had strong gales this week, the weather has generally been pleasant otherwise so that observations have been obtained every day and from these the following situations were deduced.

May 6th. Lat  $46^{\circ}$  N. Long.  $158^{\circ} 06'$  W.; 7th. Lat  $47^{\circ} 28'$  N. Long. not obtained.  
 8th. Lat.  $49^{\circ}$  N. Long.  $158^{\circ} 40'$  W.; 9th. Lat.  $49^{\circ} 18'$  N. Long.  $157^{\circ} 55'$  W.  
 10th. Lat.  $51^{\circ}$  N. Long.  $158^{\circ} 08'$  W.; 11th. Lat.  $51^{\circ} 31'$  N. Long.  $158^{\circ} 39'$  W.  
 12th. Lat.  $52^{\circ} 06'$  N. Long.  $158^{\circ} 30'$  W.



Saturday, May 19th. 1853. At last we have arrived amongst right whales, though we have not yet found them in very great profusion, and the few that have been seen have been just the best benevolent to us. The first of the week the weather was very pleasant and favorable for whaling; light breeze from S. P. W. to S. P. E. prevailed up to Thursday and allowed us to carry all sail, but since that time the wind has blown pretty freshly and mostly from the N. but it has occasionally varied to the Southward, and even got so far around as S. E. for a short time. These strong breezes have sometimes kicked up a pretty rugged swell, and obliged us to cruise under whale topsails and courses. The weather accompanying these breezes has been very favorable, although not so pleasant as might be desired. On Sunday afternoon we saw the first ship after arriving on the ground, as we were both under short sail during the night she was still in sight of us on Monday morning and soon after another ship was raised. Before night on Monday we spoke and had a short gun with the ship first raised, which we ascertained to be the *Mogul* of New London, Capt. Clark, one season out, with 1700 bbls. whale oil and 600 bbls. of musk digger. From the *Mogul*, we learned that the other vessel then in sight was the ship *Splendid* of Cold-spring. Both of these ships were also in sight on Tuesday, and it was on this day that we saw the first right whale of the season. When he was first raised the *Splendid's* boats were down after him, but when they had galled him they gave him up and he came down towards us. Our boats were made ready to lower for him, but he suddenly disappeared very mysteriously and nothing was afterwards seen of him. There was the first one gone, but him we had not half a chance at. On Wednesday the *Splendid* was in sight to the windward of us and through the day was busy whaling from her manoeuvres she was supposed to have got a whale. On that day. The same day we saw right whale number two and he was galled most foolishly. he was raised about half a mile ahead of the ship, going but very little, but after he went down the ship was kept along in the same direction, and the next time the whale came up he was in the ship's wake, which of course galled him so that it was useless to lower the boats; he came up several times, after, to the leeward a short distance so that all hands obtained a good sight of him, and then left for parts unknown. This was a carolers piece of business; the day was a beautiful one to chase whales in, and this whale was quiet when raised so that if the bark had been hauled aboard in time, we would have stood a good chance of striking him. On Thursday more right whales were seen and on two different occasions two boats were lowered for them, but the whales were very shy and on the lookout for danger, the second was very rugged to pull about in, and consequently we did not



get very near the whales either time. Yesterday (Friday), more right whales were raised and were in sight nearly all day. The sea, as on the preceding day, was extremely rugged. But notwithstanding this, we lowered twice for whales, each time lowering two boats. In the mate's boat we got near enough to the monsters to have a good look at them, but they saw us before we could get near enough to dart at them. To day (Saturday) we had the best chance at a whale yet offered. The day was very pleasant, the breeze light and the sea smooth. The whale was raised and ascertained to be going but little. The 1st, 2nd, & 3rd. mates lowered, and approaching the vicinity of the whale, a shoal of porpoises were observed breaching around and over him, which exceedingly disturbed the poor whale's equanimity, and somewhat fuddled him. After working around him carefully for some time, he at last came up at no great distance from us, and the mate's boat being nearest, we put forth all our strength to reach him, but just a moment too soon, the whale, having completed his spouting, rounded to go down, and in so doing caught sight of the boat, which was just astern of him. This was sufficient, he quickly hauled himself below the surface of the water, and the mate, seeing it was the last chance, sang out to the boatsteerer to "give it to him". The boatsteerer darted, but the distance was too great. The iron merely pricked the whale, and giving "one grand flourish" with his flukes he disappeared. After this the whale several times came up near the same place, and we got very near him once or twice, but darting at him had put him on his guard, and we were unable to get another chance at him, and after a while he started off rapidly, which obliged us to return to the ship, empty handed again. Besides chasing whales, the crew have been but little occupied this week; but this has been quite sufficient, whaling in this latitude, at this season of the year, and especially with such weather as we had on Thursday and yesterday, is very disagreeable business; wet and cold, we had to put around all the same. Of a scarcity of whales, there is no reason to complain; this is the 5th. day that we have seen right whales in succession. But they are yet very wild, owing probably to their having just arrived on the ground, and consequently, having their eyes and ears wide open, it is very difficult to approach within darting distance of them. All hands, however, yet appear confident that the season will be a successful one, but from previous experience, they have learned to be more reasonable in their expectations than they used to be. We have been for the week past, generally standing along on the wind on different tacks, bound for no particular destination, but only endeavoring to keep from falling off to leeward any great distance. At night it has been customary to shorten sail, generally at sunset, which is about eight



o'clock P.M. and under short sail we lay until four o'clock A.M. standing by the boat crew watches during this time, sail is then made to whatever extent the wind permits and away we go again, beating to windward all day, no matter from which direction the wind proceeds. At night we usually shorten sail to a double reefed main topsail and fore sail, under which the bark scarcely moves through the water. To day another one of our flock of porkers suffered death at the hands of the butcher, fresh pork goes extremely well in the cold latitudes and besides this we are gradually exterminating the herd of swine from the ship's deck, which is not the least consideration. Eight only now remain but this is quite sufficient.

Having now commenced the season in earnest, the remainder of it will probably not be spent in idleness, especially if whales continue as plenty as they have been for the last five days. The weather has hardly got settled yet and until the last of the present month we are liable at any time to experience a blow so that even if we do not get a whale this month, the chance is still as good as ever. The weather gradually becomes better and the whales less wild as the season wears away, according to the accounts of those that have cruised on this ground before. at any rate, we do not here experience the interminable fogs that we were accustomed to in the Arctic. Altogether this week we have lowered for right whales five times and each time were obliged to return to the ship unsuccessful. if the boat had been lowered for sperm whales so many times with the same success, suspicions of mismanagement might be very reasonably entertained, but in the case of right whales it is altogether different; it is considered to be no great misdemeanor to gally one of these for they are more on the alert than sperm whales and have to be worked around and approached much more cautiously. The ground over which we have lately been passing appears to abound in nothing but right whales, that is no other species of that class, none other having been seen through the week I believe, but kelp is very abundant, and one day on the first of the week we passed a very large log of wood which had evidently been adrift for a long time, and most likely came originally from the American coast. If so, this old log must have performed a long journey and rode out many a gale of wind which would have made the constructions of man tremble. Solar observations have been very regularly obtained this week and have placed us in the following situations, viz. on

May 13th. in Lat.  $52^{\circ}14'N$ . Long.  $156^{\circ}30'W$ .; 14th. Lat.  $53^{\circ}13'N$ . Long.  $155^{\circ}20'W$ .

15th. Lat.  $54^{\circ}10'N$ . Long.  $155^{\circ}15'W$ . 17th. Lat.  $54^{\circ}18'N$ . Long.  $154^{\circ}41'W$ .

18th. Lat.  $54^{\circ}N$ . Long.  $154^{\circ}16'W$ .

No observations were obtained on the 16th. & 19th.



Saturday May 26th. 1835. With the commencement of this week a slight change of weather took place, at the last entry it was quite pleasant, but Sunday was a very foggy and rainy day, inasmuch that the sail which had been taken in on the preceding evening remained furled, and boats crew watches were stood all day. The accompanying breeze was light from the W.

On Monday the change was still greater, the thick fog and drizzling rain of the preceding day continued but the breeze hauled to S. and from this direction increased rapidly, taking in sail to a main spence and foretopmast staysail, we lay hove to until Wednesday afternoon in as severe a gale as the old bark has rode out this voyage, but she braved the storm well and carried us safe through it all. The only accident which happened during the blow was met with by one of the swine family that had his leg broken by an unfortunate lee lurch of the vessel. To relieve his pain and put him out of misery the pig was killed and as the operation of dressing him in the usual manner would have been somewhat difficult at that time both "hair and hide" were taken from him. There was more fresh pork for the sailors, accidentally obtained. For forty eight hours during the gale the wind was so violent and the sea so boisterous that no fire was lighted in the galley, and having no cooked grub on hand we were obliged to subsist upon faith and hard bread, at the expiration of this time, on Wednesday evening the cook lighted a fire and a hot cup of tea for supper was anticipated; well, the tea was made and sent to the sailors who at the first taste ascertained to their discomfiture that it had been steeped in salt water, by some negligence or carelessness of the cook. The tea was the sole luxury upon which we depended, and being dished in this respect we were again compelled to go supperless. On Wednesday evening the wind hauled to the W. and moderated fast so that on Thursday we had fine weather and a light breeze from the W.N.W. making sail once more we stood on different tracks through the day and before night arrived in amongst right whales again. The boats were lowered and we started off in pursuit of them but as they were very shy we could not get very near them.

Yesterday (Friday), we had a light breeze from the N.W. and very pleasant weather; several right whales were seen and two boats lowered for them but they were as wide awake as on the preceding day and the boats were again compelled to return unsuccessfully to the ship. The present day, (Saturday), commenced with a calm.

At eight o'clock this morning a right whale was raised at some distance from the ship and the 1st. and 2nd. boats lowered and started in pursuit. Arriving in the vicinity of the whale, he was found to be shoaling



around considerable, and as the weather had every appearance of soon being foggy we did not bother long with him, and in the attempt to pull up to him with the oars he was galled and afterwards we could get no where near him. The ship Columbus of New London was at the same time in sight and had two boats down fast to a large right whale at no great distance from us, and after lying and watching them a few moments we started for the bark in a thick fog, having previously taken her bearings. Soon after arriving on board the fog cleared away and by that time a light breeze had sprung up from the Eastward, and looking off to leeward we observed the boats of the Columbus, still in the water, not however, as we had expected to see them viz. with a dead whale, but on the contrary they were all loose from the whale, and were taking two stover boats alongside. The whale to which they had been fast lay kicking and fluking a short distance to the ~~leeward~~ leeward of us evidently badly hurt, and going but little. Accordingly thinking there possibly might be a chance of saving him, our mate lowered and started for him with the intention of shooting a bomb lance into him if an opportunity offered, but before we could get near him he started off to the windward in a manner that was well calculated to elude all pursuit, every time that he spouted making a roar that sounded more like the bellowing of a bull than any other noise to which I can compare it. Seeing that pursuit was useless, we accordingly started for the bark and for some time heard the whale spouting as he travelled off; he could be heard some time after he had become invisible from the boat, and when he must have been at least two miles distant from us.

Since the blow of the first of this week was over vessels have been in sight every day. Two ships were in sight on Thursday one of which, by speaking and hailing with, was ascertained to be the Columbus of New London, Capt. Humble, no whales this season. Yesterday there were five ships in sight, all of which were observed to be chasing whales, and one of the number was boiling. To day there has been seven ships in sight and boats from most of them were observed down chasing whales; among the fleet was recognized as before related, the Columbus of New London, and this afternoon another of them was spoken and ascertained to be the Bark Newton of New Bedford, Capt. Sherman, eight months from home with 45 bbls. of sperm; no whales this season. A gam was immediately struck up with the Newton, and while it was going on a large right whale was discovered at a short distance to the leeward of us: in company with the Newton's boats we lowered for him and our boats having the nearest chance approached the whale on yule at first, but the Newton's boats came rushing up with oars from the leeward, and understanding their game from this viz. that if they could not



strike the whale, no one else should, we also made a rush for the whale and succeeded only in galling him, then the boats again returned to the barks, and the game soon ceased. The whales are now evidently getting a little less wild than they were at first, although they are still pretty shy. The one which we were after in company with the Newton's boats today was the most at home, and showed the best chance of striking, of any whale that we have seen this season, but as he was approached on the "myself or nobody" principle the chance was the same as thrown away. This was the third lowering of the day, and, I believe the fifth, of the week, for us, which, with the five times that we lowered last week makes altogether, ten different times which we have lowered unsuccessfully for right whales this season. ~~but~~ so far, I think we shall succeed in capturing some of them, before it is time to leave. The ships have lately been pretty plenty around us, a good sign that we are in the right locality for wherever the whales are the most plentiful and show the best chance, there the ships are sure to flock together. Some of them have already taken some oil as is evident from what we have heard and seen but this is encouraging rather than discouraging to us, for it shows that the whales are getting more at home on the ground, and we confidently expect to take our turn before long. As heretofore, we still continue cruising about on various tacks through the day, always bound to the windward and at night, shortening sail. Boats crew watches are stood. This is much better than standing the regular sea watch all the time up here for if there were stood we should be somewhat rushed for rest, as so far, in good weather, nearly every day has been passed in chasing whales, so that we have but little "watch below" in the day time. The atmosphere is lately setting rather milder than we found it when first arriving on the ground, notwithstanding we have been gradually increasing our latitude since that time, but even now, if we should happen to be so unfortunate as to get a foul of a right whale and be served as the Columbus boats were not twenty-four hours since the water would no doubt be found disagreeably cool. but such an accident is rarely thought of by any of our crew. It is also than right whales appear to inhabit the waters in which we have lately been cruising but kelp still continues as abundant as we saw it last week.

Solar observations, the first of this were very scarce, but those which have placed us as follows, viz.

May. 20th. Lat. & Long. were not obtained, also on the 21st and 22d. but on the 23d. we were in Lat.  $52^{\circ} 35' N$  Lon.  $135^{\circ} 10' W$ .  
 24th. Lat.  $53^{\circ} 36' N$ . Long. not obtained. 25th. Lat.  $53^{\circ} 38' N$  Lon.  $132^{\circ} 21' W$ .  
 26th. Lat.  $53^{\circ} 41' N$ . Long.  $132^{\circ} 04' W$ .



Saturday June 2nd 1855. The work con-  
 ing with this date has wrought no material change for the better in our cir-  
 cumstances nor has it even afforded us good weather in which to work such  
 a change provided it had continued plenty with us the whole time but  
 since they have not done. The wind commenced to increase immediately after  
 the date of the last entry, blowing from an Easterly direction, and on Sunday  
 was blowing half a gale from that point. we were standing along on the wind  
 under two double reefed topsails and foresail, through the day, and considered  
 the sea too boisterous to lower for whales but upon raining night whale at a  
 short distance to the leeward, the mate obtained permission to lower and try to  
 shoot a bomb lance into him. we accordingly went down where he was and  
 sure enough the mate obtained an excellent shot the whale coming up off  
 under us, and by a few strokes we pulled nearly within dart. the mate then  
 shot the lance into the whale's bilge and its reception was acknowledged by a var-  
 iety of evolutions in rather close proximity to the boat. indeed, the mate affirm-  
 ed that he could easily have fastened to the whale any time within two min-  
 utes after shooting, but the sea was altogether too rigged to do this and in-  
 stead of darting the order was given to "stem", which order was replied to by the  
 ast vigorously applied, the whale continuing to follow us, cutting and thrashing  
 about with flukes and fins evidently badly hurt, and apparently quite aston-  
 ished at being disturbed in such a manner. Finally he went down, and  
 we lay still to see under what circumstances he would next appear: in  
 a few minutes after, he was observed nearly a mile to the windward of us,  
 and going very rapidly, spouting clear. If we had struck him, and he had  
 ran at the same rate, we should not long have held on to him. Seeing there  
 was no possible chance of deriving any benefit from the shot which the  
 mate had made we started for the bark and before arriving alongside  
 were a "soaked" boat's crew: this however was part of the game. On Monday  
 the breeze still continued strong blowing from S. E. and the weather was  
 slightly inclined to be foggy. just at night a right whale was discovered  
 very near the ship, a thick fog then prevailed. Tuesday, a strong breeze  
 was blowing from N. by E. and under a double reefed main topsail  
 and foresail we were standing to the N. N. W. thinking to find a  
 better chance off in that direction. No right whales were seen on  
 that day but what was more of a rarity a finback was observed.  
 From Tuesday until within the last day or two the breezes continued  
 strong from the Northward but lately breezes from S. W. prevail. While  
 the wind was from the North we stood along to the Westward looking  
 for right whales but after having run in that direction until it became  
 evident that we were altogether out of the longitude of whales, with a  
 change of the wind to S. W. we put back in an opposite direction and to-  
 day have been steering off E. under double reefed topsails and foresail.



which I believe is the largest quantity of canvas that the Arab  
 has shown for the past week. During our passage to the West-  
 ward we fell in with a considerable quantity of kelp, passed  
 several pieces of fat bear, and blubber, on different occasions and  
 on Thursday saw two ships, but as we found no right whales on  
 the journey it was a fruitless run. To day (Saturday) matters are  
 mending a little having been steering off to the Eastward, nearly  
 against the wind for the last day or two the distance which we  
 have made to the Westward in the few preceding days has been nearly if  
 not quite retraced. No right whales were to day raised again, for  
 the first time since Tuesday last. Several were seen to day, but  
 we did not lower for any of them. The weather not being favorable and  
 the sea altogether too rugged. Besides falling in with the whales  
 we have since more arrived in the vicinity of part of the fleet:  
 a ship and a bark were to day raised and have continued in sight  
 all day, being bound off in nearly the same direction as ourselves,  
 not having arrived where the whales reside once more our journey is  
 probably at an end for the present and the only thing now want-  
 ing is good weather in which to make another attempt, which we  
 still have faith enough to trust will be a more successful one than  
 any yet made by us. This week has witnessed our eleventh un suc-  
 cessful towing of boats during the short time that we have been  
 in Rodick. But a change of the weather will in all probability soon  
 take place, there blows cannot last all the season, June has at length  
 commenced and that I believe is considered to be a month of pret-  
 ty good weather in these latitudes. Ere this month passes away some  
 idea of what we shall do this season may be formed. So far it must be  
 acknowledged we have seen but little chance for striking whales. The  
 only opportunity of this kind, which I am cognizant of, was offered  
 on Sunday last and I hardly think there was any one but what  
 was satisfied not to strike him, at least, there were none in the  
 boat that expressed a desire to be sent to him. The whale showed us  
 a beautiful chance though. Nothing was heard or in any way discov-  
 ered by him until the lance entered him, and then he knew not  
 what was the matter. we could have easily pulled the boat out of  
 of him either before or after shooting if such had been the desire.  
 After shooting, it was as much as we could do to get out of his  
 way, but striking him, would have been nothing but a piece of  
 foolishness. The C. was running so that unless a boat headed  
 directly with or against it she was in danger of being swamped,  
 and just to a right whale going so that we went in such a time  
 the possibility of saving him would have been extremely bare.



Therefore taking everything into consideration. I think there is yet nothing to decidedly discourage us, and with as good a chance, we may perhaps do as well as the most of them, yet. However, time will show.

Latitudes and longitudes of the "Arab" this week, from solar observations have been ascertained to be the following:

May 27th. Lat.  $53^{\circ}30'N$ . Lon. not obtained. 28th. Lat.  $53^{\circ}29'N$  Long.  $154^{\circ}W$ .

29th. Lat.  $53^{\circ}23'N$ . Lon. not obtained. 30th. Lat.  $53^{\circ}33'N$  Lon.  $154^{\circ}44'W$ .

31st. Lat.  $53^{\circ}37'N$  Long.  $153^{\circ}50'W$  June 1st. Lat.  $53^{\circ}47'N$  Long.  $152^{\circ}43'W$ .

2nd. Lat.  $53^{\circ}36'N$ . Long. not obtained.

Saturday, June 9th. 1855. The week now about to close still finds us afloat under about the same circumstances as heretofore only another week of the season having passed without bringing fortune somewhat lessens the chance. The weather has continued pleasant all the week and for the first two or three days of the week the breezes were fresh from the Southwestward and with these we were standing on short tacks beating to the windward as usual.

In the evening there were several ships in sight among which were recognized the "Timoor" of New London Capt James Andrews; the "Redford" and ship "Samuel Robertson" of Fairhaven. With the latter after speaking her, we had quite a gam, ascertaining her to have taken two whales this season while gamming with the "Samuel Robertson" a large right whale was discovered and the boats from both vessels lowered and went off after him together, and in the mauls boat we got rather the best chance at the whale. She came up so that we could just head up for him with the sail, with which and the paddles we made a rush for him but just before getting to him the sail caught us, it blew so that we were obliged to luff up into the wind to head for him, this deadened our speed. We made a grand dash for him with the paddles, square off and on, the whale being to windward of us, but the old fellow suddenly observed something wrong going on and heaved his body under water just in time to save his bacon, a single stroke of the oars, if we had had hold of them, would have put us where the whale could easily have been struck from, but "o mass is as good as a mile" and the whale escaped unharmed. There was no "gouging" by either party on this occasion. The mate of the "Samuel Robertson" was also attempting to reach the whale, being a short distance to windward of him, and which galled him was a matter of some controversy, but the whale probably caught either sight or sound of our boat from the "Samuel Robertson" had either of the two mates struck him in all probability they both would for before he



and I then secured him sufficiently to go down, the second  
 boat would have had a chance to pull on top of him, if necessary  
 all this trouble was however saved us, and as the whale started  
 off immediately after being galled the boat returned from  
 whence they came, and the boat continued a short time longer.  
 From Capt Washburn of the Saml. Robertson our skipper obtained  
 a good quantity of sail which we were then in want of, and the  
 boat was taken down from our house for the S.R. But before she  
 was taken there Capt. Washburn succeeded in obtaining the  
 James Andrews, and as our skipper had no desire  
 "part with any boats, ours was again returned to its former sit-  
 uation on the house. Other articles were bargained for by Captain  
 Washburn which he was to obtain from us at some future time.  
 This commerce between the two vessels was owing to the  
 fact that we both sail under the same agent. In the morning  
 seven ships were in sight of us and quite a number of right  
 whales were seen. In the morning we lowered for one but did not  
 get very near him, and soon came on board not following the  
 whale up very sharp. returning to the bark we found a boat along  
 side from the Samuel Robertson that came for a few small stores  
 such as tea, coffee &c. previously bargained for. The boat did not  
 stop long and after obtaining that for which she came went back  
 the whale for which we lowered in the morning (according to some  
 of our crew) followed along with us a mile to the windward for a  
 bout an hour and then the Saml. Robertson, being to windward of  
 us lowered her boat, and without much difficulty they suc-  
 ceed in getting fast to, and killing the same whale. This was the  
 third one this season. Same day we observed a bark's boat strike  
 a whale which however they did not succeed in saving. Tuesday  
 nearly all day we were standing N. by E. with a fresh breeze from  
 S. W. by W. Fairbacks were very numerous all around us that  
 day and four different times we lowered unsuccessfully for right  
 whales which were also quite abundant. at the first lowering ear-  
 ly in the morning, two boats went down for two whales that were  
 some more than three times the bark's length distant from us  
 when we lowered. there we observed and the captain near-  
 ly frightened them to death with the bark, and then came on  
 board. Again at about ten o'clock A.M. we lowered and suc-  
 ceeded in getting within dart of a small whale, with the mate's  
 boat. but just at that instant the whale saw us and being  
 somewhat astonished at our presence or else extremely wise,  
 he stuck both his head and tail out of the water, and following



in his back caused what is called "slack blubber" from the fact that the blubber wrinkles all up on such occasions. our boatsteerer darted at the whale and hit him with sufficient force to bend the iron nearly double but it would have been as well to have struck at a plate of iron as to dart at him in that condition, the iron positively refused to enter as it is said to do universally in case of slack blubber.

In the condition described the whale settled as soon as possible affording no chance for darting a second iron, and he accordingly went off carrying our work and nothing more. wide awake whale that. In the afternoon we lowered the gun other times, but not with no success whatever. After coming on board the last time the ship for and we had quite a "war of words" which in words ended. it was caused, I believe by some allusion to the manner of operating in the boats, made by the skipper, a game between the "higher authorities" is always highly relished by the sailor men and so it was in this instance. There were three sails in sight on Tuesday and of these the James Andrews of New Bedford Capt. Kelly was one which we spoke and gammed with, ascertaining her to have taken no oil the season. This was one of our old Boston acquaintances but of the crew that were in her up there, few now remains, many having deserted. Tuesday was the last day on which we saw whales of the "right" species until very recently. On Wednesday three vessels were in sight one of these we spoke and gammed with, which proved to be the Newton, that we had previously gammed with. She had yet got nothing this season. Thursday spoke and gammed with the Saml. Robertson again, she was then boiling her third whale, the same that we saw her take on Monday last, and which perhaps should have been ours. With the expiration of Thursday the breeze which had previously been with us expired also, and for the last two days we have been, and still are, in a calm. Yesterday (Friday), there were three ships in sight one of which we spoke and gammed with ascertaining her to be the young Fairhaven she was then boiling her first whale. To day (Saturday) the same three ships seen yesterday are in sight, and in the absence of any breeze, they have not changed their relative position much. The Java was recognized as one of the three.

To day also, we once more got in amongst right whales quite plentifully this is the first time they have appeared to us since Tuesday last, and consequently we were enabled to give them a fresh start to day. on two different occasions the boats were lowered for them, but as usual, fortune was not in attendance. The first whale which we lowered to day, was raised at 11 o'clock.



in the forenoon and had the boat hoisted immediately. Commanded for him  
 a subject to stand a good chance of striking him, but no one would  
 wait and get dinner first. Keeping run of the whale meanwhile;  
 and after getting dinner the boats were lowered, and off we started  
 for the whale. But the next time we saw him, after lowering, he was  
 making water fly in consequence of having been struck from one  
 of ship's boats. The whale had been raised from the jaws, and  
 her boat had lowered and struck him before we obtained a sight. We  
 had not pulled in the right direction for the whale in the first place  
 and consequently at all run of him from the ovals. He lay upon his  
 side after seeing the jaws boat get fast and watched the proceedings.  
 Three other boats got fast in rapid succession, and the whale fought  
 pretty badly. But one boat on each side they hauled up and pitched  
 into him strong, turning him over in a very few minutes and  
 then taking him alongside. The jaws was boiling out her first whale at  
 the same time, and consequently this makes two for her this season.

Soon after returning on board another right whale was raised at a  
 considerable distance from the bark. This was about three o'clock P.M.  
 but we did not get ready to lower for him until half past five and  
 then the whale was about six miles from us but going very slow. We  
 pulled off to him and with the rare got within about two fathoms of him  
 but he then discovered us and started off rapidly so that further pur-  
 suit was useless. This whale was observed to have in his body an iron  
 with considerable line attached to it and was consequently on the  
 look out for fear of having a similar trick played upon him a second  
 time. We have continued to cruise as usual, during the past week.  
 the breeze while it lasted gave us to carry all sail, but the  
 at night it is now taken in, usually to a double reefed main top-sail and  
 fore-sail and boats crew watches stood through the night. A circum-  
 stance of considerable interest attendant upon making sail on Thurs-  
 day morning December 2 slight notice. When all hands were called  
 to make sail one of the sailor men would not, or at least did  
 not turn out with the rest in consequence of not hearing all hands  
 called as he afterwards alleged. The 2nd. mate, missing the man,  
 and ascertaining that he was yet in his bunk, took a bucket of water,  
 and going down in the fore-castle turned it in upon him, giving him a  
 pretty broad hint that he was wanted. 2nd. mate then went on deck,  
 and the delinquent turned out, but did not follow him. After wait-  
 ing a few minutes for his appearance, the 2nd. mate again started  
 for the fore-castle in high indignation, cutting off the end of a tackle  
 just as he went, and arriving in the fore-castle, with this he gave  
 the sailor man quite a dressing, until at last he was fully satis-



fied to proceed on deck. For tardiness in turning out the same morning a member of our watch was obliged to stush down the fore topmast. Weep has this week been quite as plentiful as usual and yesterday we lowered a boat and picked up a large spruce log, which, from having been adrift a long time, was overgrown with a large quantity of clams: log, clams and all were hoisted in on deck. The clams were eagerly devoured by the hens and the log made considerable firewood for the cook. This is the most profitable speculation in which we have been engaged the season, and I don't know but that it will have been such at the end of the cruise. The mode of procedure in relation to whaling this week has given considerable dissatisfaction, and many think it might have been bettered. The whales are now getting very much at home and are far more easily approached now, than in any preceding week of the season. One, we have actually struck but as before stated, the iron did not enter, with this transaction, however, no fault was found. The whale which was taken by the Samuel Robertson on Monday last, with proper management I think should have been in this time stowed in the Arab's hold; we had the same chance at the whale as the S. R. but she improved her chance and we did not; therein lies the difference. The whale for which we lowered this day, the first time was another, that the Java was allowed to take out of our own hands, almost: it is true we might not in either of these instances have met with the same success which attended the other ships, but the chance was just as good for us as for them, and if chances are not improved, success cannot be expected. None better than some which we have seen this week, can be desired by any reasonable being. Eight times have we lowered this week and this added to the eleven previous occasions, gives, all told, nineteen times that we have pursued right whales this season, and still we are wandering about here without a single whale. The fleet generally seems to be doing very well. To see a ship Boston has lately become no rarity, but to see the Arab boiling, would indeed be a very remarkable circumstance. Sufficient time yet remains for this, but unless it is better improved than heretofore, the desideratum will never be accomplished.

The weather of this week has been sufficiently pleasant to have taken so in view, but there are unnecessary, as compared with what we are going but little in one direction. Observations obtained have given the following situations: viz.

June 5th Lat.  $54^{\circ}$  N. Long.  $151^{\circ}39'W$ ; 6th. Lat.  $54^{\circ}30'N$  Long.  $152^{\circ}07'W$   
 7th. Lat.  $54^{\circ}$  N. Long.  $151^{\circ}33'W$ ; 8th. Lat.  $54^{\circ}22'N$  Long. not obtained  
 9th. Lat.  $54^{\circ}29'N$  Long.  $151^{\circ}47'W$

10th. and 11th. No observations were taken.



Saturday, June 16th. 1835. Extremely fine weather has been a peculiarity of this week, which has passed off without bringing us any beneficial change of fortune but to this we have become so habituated that it scarcely is noticed. We have however made a little farther advancement, in the cause this week than heretofore, and have actually been out to two right whales. The first of the week, until Wednesday the weather was very mild and pleasant and most of the time there was little or no wind. On Wednesday we had a change from this; a fresh breeze on that day blowing from the Eastward, and under whole topsails and courses, we steered off W. all day. It was before leaving the locality in which we were previous to this, that we had the extraordinary good fortune to get fast to the two whales above mentioned. The first of these occasions commenced the week with us and was as follows: at three o'clock on Sunday morning, which is considerable earlier than the usual time of our sallies, we were all round out to go down for three right whales that were observed about a mile and a half distant from the ship. And coincidently, on trying the lines, according to the plan of the boats, we proceeded off in the direction of the whales. The first had disappeared without leaving a trace, and we could not find it. We were then approaching the vicinity of the whales with paddles, cautiously, and noiselessly, we shortly arrived near the spot where they were seen to go down a few moments previous and standing by the oars, lay there awaiting their reappearance. Not long did we have to wait before we were startled by one of the whales that boiled out of water scarcely more than a ship's length distant from the mater boat. He was heading so that we were directly abeam of him and consequently discovered no lurking danger. We were however not quite so ready to start for him as we were. When he went down before, another whale was close to him, and we consequently waited for this fellow to show himself before attempting to strike. In a moment more the 2nd. whale made his appearance, and then we were ready to "square off and on to us", and perfectly ready to strike them as they were. We applied the ash vigorously a few times, and sent the first within two fathoms of the side of the hindmost whale. Such a chance as this, the boatsteerer did not fail to improve, but planting a couple of iron lines into the old fellow, we were fast to a right whale for the first time, and indulging in the expectation of seeing him alongside of the "Arab" but alas for the quality of our toggle irons! such an expectation was never to be



The other one immediately settled without  
 creating much disturbance. But the other one thinking that it must  
 have a share in the transaction, kicked and thrashed about for a  
 moment, very ferociously, but then it was so much so amused  
 at its own misadventure and therefore cared not how much he amused  
 itself in this manner, not desiring to lose the company of the first whale.  
 He soon left off kicking and went down in pursuit of him. The first whale  
 was seen to be cutting through the water somewhat after the fashion of  
 a telegraphic despatch. Extensive engines would have been of no account  
 alongside of us in a race, and steam boats would have soon lost sight of  
 us altogether. But we were not long to travel at this rate, the speed of  
 the boat suddenly slackened, the strain left the line and the whale was  
 again free. Hauling in the line with iron was maintained to have drawn  
 for some unaccountable and very mysterious reason. The two whales were  
 soon after observed at some distance still travelling rapidly, kicking with  
 vigour and apparently in high spirits, but the net to which we were fast  
 could not have felt so well as both irons entered his body, their whorls being  
 This was a sad termination to what we thought was about to prove a piece  
 of good fortune but "such is life", truly has it been said "there is many a slip  
 'twixt the cup and the lip". The most probable reason why we drew from this  
 whale, according to the mates opinion, is that a too sudden strain was  
 brought upon the line at first, thereby twitching the irons out. This  
 I believe was the only time that we lowered on Sunday. The same day  
 there were five ships in sight of us and of these, two were observed to  
 be fishing. On Monday having then "got our hands in", we followed the  
 line up pretty sharp. Plenty of right whales were in sight all day, and  
 from morning until night we were busy chasing them. Four differ-  
 ent times through the day we lowered without meeting with any success  
 at all, but at five o'clock in the afternoon we made the fifth at-  
 tempt and in this were partially successful. Three boats were lowered  
 for a right whale but a short distance to the leeward of the bark and  
 before we had been down ten minutes, the male took us on to the old  
 fellow and two irons were put into him solid. The whale settled, and  
 the boat shot directly over the whales mouth, his flukes being under the  
 midship and after care so as to prevent working them to much ad-  
 vantage. There was a great excitement, certainly, and if the whale had co-  
 operated with us, but once at that time, the boat and all hands  
 on us in her time would have been "up" but fortunately for us, he at that  
 time felt indisposed to make a display of his agility and passing  
 out from under the boat he bolted out the other side of her and in  
 spouting roared like a mad bull. He then went down and for a few  
 minutes he carted us off somewhat similar to the one on the preceding



day: presently however he brought to and then such another display of gymnastics. Several other men were sent to the whale and they were in promiscuous confusion and with them the whale made all sorts of flourishes. Two bomb-lances were shot into him by the mate, but only one of these penetrated to do any execution, and the receipt of this he acknowledged by standing upright in his head his whole flukes and small being out of water and in this position he held them some a minute. The 3d. mate was all this time making desperate endeavors to get fast and after a while, when the whale was lying still upon his back, he succeeded in getting rather closer than was desirable, and found himself directly over the whale between his two fins with which he rolled the boat nearly over, but while this was going forward the 3d. mate's boatsteerer had set two irons into the whale and they finally succeeded in getting clear of him unhurt. In one of his evolutions after this, we observed iron poles flying from the whale's body, and at the same time had a suspicion that all was not right. This suspicion was soon after confirmed on our seeing a couple of irons adrift, and after clearing the lines around us, all found and found them to be the mate's irons and we were consequently loose from the whale. To make matters worse just at this time, the whale, having lain still lighting long enough, took a sudden start off to the windward. The 3d. mate's boat we were not far distant from him, but nearly all our line was overboard then, and we could not, consequently, pull very fast, however we made a grand dash for him, and succeeded in getting near enough so that the mate darted his lance but it was such a long dart that the lance did not enter the whale far enough to hurt him much, and the whale passed us for the last time no one being fast to him but the 3d. mate, and his line was knotted about fifty fathoms from the whale, when it had been cut to clear the whale's line. Still away went the whale to windward, and away went the 1st & 2nd. Mates in pursuit of the 3d. mate, who was fast to the whale, and being carried off rapidly. Having a knot in his line, we knew very well that he could get no nearer than this to the whale for about an hour we continued to chase on after the 3d. mate to the windward, but at the expiration of this time were gratified to observe that the 3d. mate was loose from the whale and floating towards us. On his arrival, we ascertained that he had cut from the whale, having been no nearer to him than the knot as we had expected. What object he had in holding us so long I cannot imagine, unless perhaps he thought the whale would again come to, but if so he thought very



foolishly. for the whale kept up his speed as long as we could see him and we returned to the bark, glad to get home once more, even if we were obliged to return empty handed. This whale was a monster, and by some, called the largest whale seen during the voyage, at the least calculation there was supposed to be 200 bbls. of oil in his blubber and from his size this estimate appeared very reasonable. With proper management, this whale should unquestionably have been ours. Another boat should by right have been sent to him, as for this there were plenty of good chances, none of which were improved. Had another boat been sent and worked upon him properly I think we should have experienced little difficulty in saving him, but he has gone and therefore we will let him rest in peace, ere this time it is thought that the breath of life is extinct from his body, from the effect of the 3d. mate's irons. One ship only was in sight on Monday. On Tuesday we saw one right whale and lowered for him, but he was bound off to the windward so rapidly that we could make nothing by chasing, and he was therefore allowed to pass undisturbed. Tuesday was however not altogether an unfruitful day for we succeeded in capturing a large log of drift wood, which was the second one we have taken this season. Wednesday, no right whales appeared, but our sinbacks and killers were quite successful. A ship and a bark were also in sight of us on that day, both of them boiling. The ship we spoke and gammed with, ascertaining her to be the *Majestic* of New Bedford, Capt. Percival, one of our old Arctic acquaintances; she was then boiling the 4th. whale which they had taken this season. Another slightly interesting circumstance which took place on Wednesday, was a short fight between "Tippo", a cruiser, and one of our primitive crew but the combatants were parted by the second mate before blood was spilled. From Wednesday, up to the present time we have had light winds from various directions interspersed with frequent calms, and very pleasant weather was all the time prevailed. During these three days we have been steering off to the E. N. E. under all sail. On Thursday three ships were in sight two of them boiling; one of these two was recognized as the *Majestic*. The third we spoke and had a short gam with, she proved to be the *Lucas Coffin* of Nantucket Capt. Rose and Lady, with one whale this season. There was another vessel with which we got slightly acquainted in the Arctic ocean. Yesterday (Friday) we discovered another right whale, and lowered, I believe three times for him, in a dead calm but on neither of these occasions did we succeed in getting very near him. Four ships were in sight of us, two of them boiling. To day, four have also been in



sight and three of them boiling. The black killer and gray puss  
 were also seen in sight to day, but no right whales are around.  
 and even if there were, judging from what has happened, we should  
 stand out a considerable distance from the coast. In the  
 week, many are convinced that if we get any oil at all this season  
 it will be a piece of rare good fortune rather than by any exercise  
 of skill. The ships all around us are boiling, and still we cannot  
 get whale, notwithstanding we have seen them plentifully, and even  
 succeeded in striking a couple. This looks very singular. I hope we  
 may get one at least, merely to satisfy curiosity respecting the amount  
 of nothing more. We stop on Godrich's whole season and then  
 go off in the same condition in which we arrived here would indeed  
 be laughable. Lately the whales are getting scarce since we have  
 they are thought to be somewhere off to the Eastward for the last  
 day or two we have been travelling off in that direction; sail is short  
 and boat crew watches stand now day the same as heretofore.  
 The nights are now getting to be very short and the days long. As  
 for darkness we have very little of it as twilight continues from sun-  
 set to sunrise and from four o'clock in the morning until near-  
 ly nine at night the sailor men are required to be at the mast-  
 head. This station however is not quite so disagreeable as it was a few  
 weeks ago the atmosphere scarcely ever feeling uncomfortable now, and  
 we can go down in the boats after a whale and not feel half frozen  
 while lying still for him to come up, as used to be the case in rug-  
 ged weather the first of the season. We have this week lowered ten dif-  
 ferent times I believe, which makes altogether, this season twenty  
 nine lowerings, and in these twenty nine lowerings, we have been  
 able to land a whale in both of which escaped pretty well done.  
 On Thursday last the steward put the Hawaiian Cabin boy forward  
 he came forward and still resides here with us. he served in the capaci-  
 ty of cabin boy since leaving Lahaina, the former cabin boy having  
 come forward at that time; not a very desirable berth, that of a  
 cabin boy. I have never yet had a desire to return to it. A sailor's  
 life with all its hardships is in my opinion far preferable.

We have not made much advancement in any direction this  
 week and have had a good run of our progress. From observations taken  
 nearly every day, we have fixed us in the following situations

June 12th. Lat.  $54^{\circ} 55' N$ . Long.  $151^{\circ} 12' W$ . 13th. Lat.  $54^{\circ} 48' N$ . Long.  $151^{\circ} 4' W$ .

14th. Lat.  $54^{\circ} 35' N$ . Long.  $151^{\circ} 13' W$ . 15th. Lat.  $55^{\circ} 10' N$ . Long.  $151^{\circ} 14' W$ .

16th. Lat.  $55^{\circ} 10' N$ . Long.  $151^{\circ} 14' W$ . 17th. Lat.  $55^{\circ} 22' N$ . Long.  $150^{\circ} 04' W$ .

No observations were obtained on the 11th ult.



Saturday, June 23d. 1855. A week, unprofitable to us, as far as regards whaling, is now drawing to a close, and seven days more of the season have passed without witnessing any change of our circumstances for the better. But little of an interesting nature has occurred during the past week. From its commencement until Wednesday we were encumbered by a thick fog nearly all the time, and consequently shut out from participating in the whaler beyond our foggy horizon. On Sunday last a light breeze from the S. E. we steered off to the S. E. the fog at the time being very dense and in this direction we continued until near noon when we ran about of a right whale laying very still. The fog still prevailed but was not quite so thick as it had been and with comparatively clear weather for half a mile on either side we lowered three boats and started for the whale. As might have been expected we gallied him in a few minutes, and then returned to the bark, took in sail and came to the wind, having resolved to remain in that locality until clear weather should arrive. Monday and Tuesday the breeze varied from N. E. to E. S. E. but the fog continued nearly the whole time. On Tuesday it cleared away for a short time, and during this clearing we discovered finbacks in abundance all around us but no right whales were observed nor did any ships appear. On Tuesday evening, quite an excitement was created in the fore-castle by the probability of seeing a "muss" between a couple of the hands; a Portuguese challenged one of the Finlanders to do him battle, and contrary to the expectation of the Portuguese the challenge was immediately accepted by the Finlander who desired him to repair to the deck where they immediately went and before the Portuguese could fairly collect himself the Finlander had run off the deck and was "going in strong" but fortunately for the Portuguese, just at this crisis the officer of the deck came forward and separated the combatants who then went below and turned in. On Wednesday once more we obtained clear weather and the accompanying breeze was strong from S. E. for about three hours we steered S. E. and at the expiration of this time raised three right whales that appeared to be quite at home, but the sea was so rugged that we could not well lower for them, and accordingly having arrived where the whales were, we came to, under short sail, to await the coming of good weather again. We lay there for a day or two but nothing more was seen of the whales and the weather did not become much better so we steered off to the N. The wind continued fresh from S. E. through Wednesday, Thursday and Friday (yesterday), but to day it has blown fresh from S. W. and under all sail we have been steering to the N. W. the weather being quite pleasant again. In all our travels since last Wednesday we have seen but a solitary right whale but



Finbacks, humpbacks, grampuses, humpbacked porpoises, right whales, if in sight at all are very scarce. We have been in a very low range again all this week. The absence of both whales and ships have caused the time to pass away very monotonously; only one ship has been seen all through the week, this one we saw on Thursday, at some distance from us and she was bound off as though she thought it dangerous or disreputable to circulate in our society and well she might - thirty times have we lowered without catching a whale, and a ship can hardly be blamed for shunning us. The gross cost of this week every day something must be done soon, or we shall be "gone in" sure. Discouragement is fast coming over us. About as interesting a circumstance as has lately occurred on board of us, was the birth of five new calves which receive considerable attention now, but when they get large enough to run around the deck in the way they will no doubt receive more curses than blessing. These births make quite an addition to our live stock; the family had been reduced greatly by slaughter, but this again brings it up to nearly the original number. The cruising this week has been similar to that of its predecessors, sail has been taken in as usual, and watches stood the same, only the watches below the deck have not been lost by chasing whales so frequently as heretofore. Sunday I believe is the Sunday of this week in which all "hands" have been roused out to work. And therefore if we have been unfortunate in some respects we have been fortunate in others. That is, if we have not succeeded in getting oil, we have succeeded in getting as much rest as could be desired. There is never no great loss, without some small gain accompanying it, and, as things have gone on, I think we have made more than as though whales had plentifully flocked around us, only to cheat us out of what we have now saved, viz. the watch below. Wind is foggy weather of the week. Our observations have not been very frequent but from those that have been obtained the following latitudes and longitudes were deduced: viz.

June 17th. Lat.  $35^{\circ}17'N$ . Lon. not obtained. 20th. Lat.  $34^{\circ}37'N$ . Lon. not obtained.  
21st. Lat.  $33^{\circ}06'N$ . Long.  $144^{\circ}16'W$ ; 23d. Lat.  $37^{\circ}13'N$ . Lon.  $144^{\circ}33'W$ .  
No observations taken on the 18th, 19th, and 22d.



Saturday, June 30th. 1855. The week ending with this date has been one of importance to us; transactions of quite an interesting nature have occurred, and the bark Arab has at last got a right whale, altogether contrary to the expectations of many. But to commence and relate the transactions in the order of their occurrence. Last week was a lonely one, ships, whales, &c. being scarce but on Sunday of this week we merged into a different state the day was fine. The breeze fresh from S.W. and in the morning we stood off to the N.W. under all drawing sail, bound in search of whales. We had not proceeded far in this direction before a couple of vessels were raised, there we shortly came up with ascertained them to be the ship Samuel Robertson of Fairhaven and Bark Dartmouth of Dartmouth the former having taken four whales this season the latter nothing. We were then in for a regular gam. Capt. Washburn of the Samuel Robertson and Capt. Heath of the Dartmouth were both, with boats crews, on board of us nearly all the afternoon and during this time a consultation was held between them to ascertain in what direction the whales most probably were: it was finally decided that they were off to the N.E. and according to turning the yards all three vessels stood that course, and the shipmen parted with the consultation, & went in this direction until whales were raised, provided they were to be found by steering that course. A change of fortune respecting our taking oil also occurred on Sunday, as on that day a puffing pig was struck from the martingale, but without characteristic mark. The man drew before we could get the little pig on deck, it however had killed him and he was observed to "turn up" and float, a short distance from us. During this & our last haul and after all we succeeded in getting the puffing pig on board in safety, his blubber was very productive and yielded this month three gallons of oil. On Monday we continued our course to the N.E. until interrupted by the ship Enterprise of Nantucket, with whom we had a short gam. Ascertaining her to have taken two whales this season. This ship was lying in Talcott's arm with us, but since that time she has been home out here again and now has more oil than we have. Someday the Samuel Robertson and Dartmouth were in sight. The S.R. was seen to pick up a dead whale, which was her fifth whale of the season, and the Dartmouth's boats we saw fast to a whale, which however they did not succeed in saving. Up to this time we had no share in the whaling transactions of the week, but on Tuesday a change was experienced, - Tuesday was the day on which it was to be our good fortune to get a whale. Which fact, incredible as it may appear, was accomplished. The whale was raised at about eight o'clock in the forenoon moving very slowly through the water, perhaps half a mile from the ship. The day was a beautiful one and well suited to the accomplishment of what



in view. The 1st. 2nd. and 3d. mates lowered, and we all  
 started off in the direction of the whale, arriving in his vicinity when  
 he was down we "hoove up" and lay with the oars all ready to make a  
 rush for him if he should appear in the proper situation and position.  
 soon he came, and somehow or other as has generally been the case, in  
 the water boat we were nearest to him the chance for striking,  
 was a first rate one. The whale was going off as usual in moving  
 through the water serene and but a short distance away according  
 ly. Seizing the oars we pulled ahead a few strokes, went up to the  
 whale "glaring" from aft and before he suspected danger was in the  
 neighborhood, a couple of irons were into him solid, and we were  
 lost to the world. Upon being struck, he did not act at all  
 bad neither running or kicking a great deal. we sterned off from  
 him without difficulty to give the other boats an opportunity to  
 get far, and the 3d. mate immediately went up and struck, but  
 almost immediately his irons drew, the whale still lay rolling and  
 tumbling about; and again the 3d. mate went up, struck, and again  
 drew. This manoeuvre was repeated three times, but the 3d  
 mate could not hold on to the whale, and at last he darted the iron  
 which he had been using, overboard, in the firm belief that "doggel iron"  
 of that description were no good, and so indeed it seemed. As soon as  
 we were observed to be fast, from the bark, the 4th. mate lowered the  
 Bow Boat and came to the scene of action, pulled up to the whale's  
 head, the cooper stuck two more irons into the whale and the Bow Boat  
 was the third boat fast. But in sterning off from the whale they got a  
 foul line and were obliged to cut it out immediately after striking.  
 At the same time that the cooper was attacking the whale's head with  
 iron poles in the water boat we were a little farther aft on him,  
 on the same side, and simultaneously with the cooper's irons, a lance  
 from the mate entered the whale's body in a place that was consider-  
 ed to be somewhere in the regions of vitality. He writhed and twist-  
 ed apparently in great pain for a moment and then disappeared in  
 the swirling surf and commenced "sounding" for the first time.  
 no boat was then fast to him but the mate. down, down, went the  
 whale until at length it seemed as if he was bound to fathom the utter  
 most depths of the sea; slowly and gradually, but surely he contin-  
 ued on his downward course, the largest tub of line was exhausted, still  
 on he went and the line continued to leave the boat until scarcely  
 the smaller tub was gone, and then the line suddenly slackened, show-  
 ing that the whale was about to rise to the surface again. we com-  
 menced hauling line to keep a strain on it, but in vain did we haul  
 no strain could be obtained, and it soon became evident that the



line was attached to no whale; then curses not loud but deep were mut-  
 tered for there was no boat fast and having commenced the fun we were an-  
 xious to see the affair terminate favorably. That curiosity respecting a right  
 whale might be satisfied of nothing more, we continued pulling away with  
 line, with such creaks and dropping spools but soon our business was dis-  
 tressed as the whale was seen to rise a short distance to  
 the windward of us, and shoot up a tall column of thick red blood.  
 There's blood! was eagerly and exultingly proclaimed with a shout from  
 all hands, and having hauled in our line away we started for him.  
 At the end of the line, we found iron pole, and iron shank, but the iron  
 head had broken off in the whale. As soon as we were ascertained to be loose  
 by the other boats, they had pulled up to the windward a short distance, sur-  
 mising that the whale would appear in that direction, and consequently  
 by the time we were ready to start for the whale a boat was fast to him  
 having pulled up and struck without experiencing the least difficul-  
 ty. The other two boats followed in rapid succession so that when we  
 arrived there the 2nd, 3rd, and 4th boats were all fast and lancing  
 the poor whale ferociously enough, but there was no danger then. He was  
 far past kicking:—the lance which the mate darted into him when  
 the Bow boat struck had given him his death blow and even after  
 spouting blood he appeared to be perfectly resigned to his fate and  
 resolved to die like a martyr. Therefore he took not the least notice  
 of anything that entered him after that time. When we arrived there  
 the whale was moving slowly through the water, scarcely burying him-  
 self at all, and at every spout which he made the crimson current  
 rolled out in volumes. Seeing there was no necessity of a fourth boat  
 striking, we did not get fast, but went to work with a loose boat.  
 The mate darted several lances into the whale, and shot a couple  
 of bombs into him as he said to prevent his sinking. During the  
 performance, towards its finale, the mate was suddenly taken  
 sick in the boat and we left for the back with him, but recovering  
 on the way and raising himself up, slightly deranged, he gave the  
 order to return to the whale very peremptorily and could not be  
 dissuaded from turning about and starting back but he soon sank  
 down again, unconscious, and we returned to board there a black is  
 something to which he is very subject in the boat, caused by excite-  
 ment. But I never saw him crazy in them, before. Soon after we got on  
 board, the whale went in his flurry which was short, and then expired,  
 floating very buoyantly, and at no great distance from the bark, pro-  
 ceeding to the spot we had him fast, alongside by noon, and then all  
 hands received their grog. We had at last captured a whale sure enough  
 and in the first time in nearly a year we was alongside the bark.



no wonder that the skipper felt disposed to treat the sailors.

Immediately after getting dinner we commenced "cutting in" the whale taking the head and blubber thereby appraising first. The head is cut off just about the spot where head of this portion we made believe five "heads", each lip making one head for us, and a pretty head one too; some lips, that. The operation of cutting off the head, was somewhat clumsily performed, and took several hours, the skipper never having had much experience in such business.

While cutting in the afternoon the *Sanct. Robinson* came down and was soon sailing, and spoke us. Capt. Washburn was invited on board by our skipper, who probably would have liked a little of his assistance. But the invitation was declined, and the chopping away to get the head off again commenced. Two other ships were also in sight on Tuesday. We continued cutting, stopping only to get supper, until seven o'clock P.M. The snow was then passed all around the second time and the watch set for the night. We then had the head thrown up, and we or two old men pieces in and through the night the whales were employed in clearing away the head. The blubber being taken off the bone separated from the jaw and the scalp thrown overboard. At five o'clock on Wednesday morning all hands were again called, and the cutting in once more commenced. It was then all "plain work" the blanket pieces on the body and small ones remaining and at about ten o'clock in the forenoon the last piece of blubber came on deck, the main brace having been once more spliced in the intermediate time. We were then sure of our whale if we never got another.

Soon after the "cutting in" operation was finished, the try works were started and we commenced boiling the ship being put under short sail and allowed to go her own course with the wheel fastened amidships, and in this manner she went along, as the skipper said, better than she was sometimes steered. We continued boiling until yesterday (Friday), when the blubber was all tried out. During this time we were standing by watches, six hours in each watch and all hands were kept pretty busy. On Thursday at nine o'clock in the forenoon raised the coast of Russian America to the S.W.ward of us; it was also seen extending off some distance to the Eastward. This land was in the vicinity of Mt. St. Elias and has been in sight, off and on, every day since first raising it. It is all very high land, and the only snow-crowned summit of Mt. St. Elias the highest in North America, is frequently distinguished towering far above the lower peaks. We have not been near enough to the land to distinguish anything in stone except snow yet, the nearest approach which we have



made to the land being probably thirty-five miles. Also on Thursday besides raising the land, we raised several right whales and lowered for them. But no success attended our efforts this time. Yesterday and to day no whales or ships have been in sight and the times are consequently getting longer again. Besides right whales, we have this week occasionally seen a finback and other species of blow fish. On Tuesday a finback was observed from the boat while we were down directly under the martingale, and at first we thought it was the right whale of which we were in pursuit, but in this respect were soon undeceived. The weather of the week has been uninterruptedly pleasant and very favorable for the business in which we have been engaged. Fresh breezes from the Eastward have prevailed nearly all the time, and in there at any time all sail could have been carried, if necessary, but we have been under short sail most of the time. Now that we are at length at a whale, we can now hold up our heads and say the best of the fleet, if we arrive where there are no other ships. If our having caught this whale, can hardly serve as further encouragement is in for certainly there was some queer displays made on Tuesday during the time we were "hunting" and if the whale had been anything similar to the second one which we struck this season, I think we should have stood a fair chance of saving him. As it happened we came very near losing him, the lance which the mate darted into him at first was all that saved him for us, as, if it had not entered his "life" in all probability the next time we saw him, he would have been far away to the windward. But he was saved after a fashion and is now where there is small chance of making his escape, and having now got a few barrels stowed, and everything prepared for stowing the remainder we are ready to take care of another whale just as soon as we can catch one. The whale, it is supposed will slow down a little over 14000, quite a monster, and a fair specimen to satisfy curiosity respecting this species of whale. And having had a good sight of the animal, it is now next to immaterial whether we get any more or not, as having made up our minds that we are to be unfortunate, we cannot now be greatly disappointed.

The following latitudes and longitudes have been deduced from observations taken this week, viz.

June 24th. Lat.  $38^{\circ}28'N$ . Long.  $144^{\circ}44'W$ ; 25th. Lat.  $38^{\circ}45'N$ . Long. not obtained.

27th. Lat.  $38^{\circ}21'N$ . Long. not obtained. 28th. Lat.  $37^{\circ}30'N$ . Long.  $141^{\circ}27'W$ .

29th. Lat.  $38^{\circ}22'N$ . Long.  $141^{\circ}53'W$ ; 30th. Lat.  $38^{\circ}15'N$ . Long.  $140^{\circ}47'W$ .

26th. no observations were obtained.



Saturday, July 7th 1855 This week has passed away without bringing us any share of the same good fortune which we had last week. But still it has not been an altogether uninteresting one. For the first day or two of the week the breezes remained in the Eastward, and blew fresh from that direction, the accompanying weather being very pleasant. On Sunday last, we were very busily employed stowing down oil, and at night had 129 bbls. 19 gal. stowed in the lower hold, main hatchway. The cargo yielded altogether a few gallons over 140 bbls. Also on Sunday we had another trial for a right whale; one was raised from the ship breaching, flinging, splashing and making a great commotion of the water, in what was considered to be a somewhat singular manner. The captain pronounced it to be a wounded whale, and according to these words were hoisted and started off in pursuit of him with that idea, pulling the ship's distance to the scene of the commotion, we being ahead in the outer boat, as usual, arriving near the whale, we discovered her to be a cow with a calf, and the latter was probably taking lessons in the art of handling his flukes and tail from the mother, who seemed to be endeavoring to initiate the little one into all the mysteries of the trade. We were unable to get very near to them, as they saw us coming and left in a manner that does not at all calculate to make us believe either of them were very badly wounded. We then returned to the bark again. Two ships were in sight on Sunday and the land was also seen to the Northward, in the vicinity of Mt. St. Elias. Monday the land was still in sight in the same direction, as on the preceding day, and there were also seen in considerable abundance fin backs and hump backs. A right whale cow and calf were also observed, having the bark of Ship Scotland of New Bedford in pursuit of them but they did not succeed in striking either of the whales. In the chase one of the boats came near us and hailing her she informed us that the Scotland had taken two whales the season one of which she was at that time boiling. There were also two other ships in sight the same day both of which we observed to be chasing whales. Wednesday July the 9th passed off very quietly with us, nothing to celebrate the day being said or done by any one. For the sake of patriotism I should have thought that the skipper would open his heart sufficiently to have given the sailors a glass of grog all around if nothing more. The land was in sight to the Northward nearly all day, and in the afternoon an attempt to celebrate the day was made by lowering for a right whale that was raised. But upon giving him chase, we found that he was travelling in to



wards the land altogether so rapidly for us to overtake, and accordingly we again returned on board unsuccessful. Thursday, spoke, and gamined with the Bark Dartmouth of Dartmouth, nothing this season, there was a opportunity for us to crow, they were even worse off than ourselves, as far as relates to this season. The same land seen on all the preceding days of the week was also in sight to the Northward of us, but yesterday and to day, we have been well off shore and out of sight of it. The Dartmouth and a ship were in sight of us yesterday, both being observed to have their boats down, in pursuit of whales, from which employment we also were not exempt. quite a number of right whales were seen, and of these we chased several, lowering twice, I think, through the day. In the mates boat, we came very near getting on to one, but he saw us a moment too soon, and settled: after this we chased him off some distance hooting & blowing tin horns to make as much noise as possible for the purpose of bridging him to; several times we got quite near him, but he still took good care to keep out of the way. It is said that there whales are sometimes so badly galled by such noises that they stop still, long enough for a boat to get yart but this one retained his presence of mind through all the horrid din which we made. To another whale yesterday, the 2nd mate got so near that his boatman darted but the whale had served the boat and sticking up head and tail, came the "black club" game, the iron struck against this side, but would not penetrate through its slack folds. This is the first and only attempt made to strike a whale, by any of our boats, excepting the mates, this season. To day (Saturday), we have been chasing whales nearly all day, having lowered three times, I believe, but as there were quite a number of whales around more were chased than we lowered for. In the forenoon, we pulled the mate on to one and the boatman struck him solid with two irons but almost immediately after, just as soon as any strain came on the line, it parted, and away went the whale. The cause of the line parting may be attributed, I think, to the boatman's having nicked it with his second iron. This was not certain, but supposed to be the case. There were two whales together at the time of striking, and between them both the mate quite a commotion of the water, we were very close to them, and nearly every man in the boat was drenched with the shower that fell upon us. After it was over, I looked around in expectation of seeing the head of the boat come but in this was very greatly disappointed, it was a very narrow escape, though. We chased the same whale afterward but he was too wide awake for us and finally left, carrying our two irons off with him. No success was met with in chasing the other whales and we consequently, now find ourselves no better off than at the commencement of the week. We have now



lowered altogether thirty more times this season in which four whales have been struck and one only of those saved. This is rather a discouraging reflection. The weather this week has been quite favorable but lately the sea has been somewhat rough not enough however to prevent us from lowering whenever whales were seen. The breezes have been fresh all the week blowing mostly from the Westward, and with there we have been cruising about as usual, in various directions, and under lateen in sight of the land. This land is the same with that seen last week, Mt. St. Elias being occasionally visible, but its summit for the most of the time is hidden by the clouds and fog in its vicinity. We have at no time been very near the beach probably not nearer than thirty miles. It is all high land and completely covered with snow. On board the ship this week the sailors have been somewhat busy clearing up after the whale taken last week and now we have about restored the old bark to her pristine cleanliness once more. The first of the week "scraping bone" occupied the attention of the watchmen. The bone had been previously split out from the jaw in bunches of six or eight slabs each and stowed upon the forecabin to be out of the way. We were through with the blubber. After this it was again overhauled, each slab being separated and the gum which formerly joined them scraped from it with instruments manufactured of soapstone for that purpose. This was a new occupation for us, and as all were novices at the trade they did not at first progress very rapidly. The first scrap which I made, the skin was scraped from my thumb nearly the whole length of it, but the operation soon became familiar. The whale was said to have yielded rather more bone than is usual for whales of this size. The longest of the slabs I should think were just sixteen and eighteen feet in length. Another commencement on the jokers has been made this week one having been killed yesterday. Both pork and mutton are remarkably well and the lot of the swine would gladly be parted with to get them off the decks, if nothing more.

Solar observations have been quite frequent this week. Latitudes have been obtained every day, but longitudes have not been so plenty, as having been near the land most of the time, it was more accurately known than by observation. The following are the situations deduced from observations, viz. on

July 1st. Lat.  $58^{\circ}27'N$ . Long. not obtained. 2nd. Lat.  $58^{\circ}48'N$ . Long. not obtained.  
3rd. Lat.  $58^{\circ}N$ . Long.  $42^{\circ}41'W$ . 4th. Lat.  $58^{\circ}13'N$ . Long. not obtained.  
5th. Lat.  $58^{\circ}27'N$ . Long.  $42^{\circ}27'W$ . 6th. Lat.  $58^{\circ}22'N$ . Long.  $42^{\circ}W$ .  
7th. Lat.  $58^{\circ}19'N$ . Long.  $41^{\circ}38'W$ .



On the 14th of this month the weather was  
 very foggy and we did not see the land until  
 it was too late to do so. The weather was  
 very disagreeable for some time and we have  
 been going around in the fog like one with "no place whereon to lay his head".  
 Good weather was with us at the termination of last week and whales were  
 also plenty but this week the presence of either has been a very great rarity.  
 Last week fresh breezes from the Westward prevailed, but this week the  
 wind has blown from the Eastward nearly all the time; - an exactly op-  
 posite direction, and so also has the weather of this week, been altogether  
 different from that of last. On Sunday and Monday the wind blew  
 from the Eastward. On Tuesday it was accompanied by a very heavy rain and an  
 unpleasant weather in which under a double reefed topsail and foresail  
 we were lying to the wind, altogether giving up the attempt to do anything  
 or get land where. During this time several fin backs were seen and at noon  
 on Wednesday the land (judged to be the same) with that seen last week, was  
 raised at noon, distant twenty five or thirty miles to the Northward, but  
 indistinctly seen. All night Monday we steered off S. contrary to the usual  
 custom. And on Tuesday morning the weather being clear for a time the land  
 was seen bearing N.N.E. some 70 or 80 miles distant. Soon after this fog  
 rain set in plentifully again, but with a strong breeze from N.E. we contin-  
 ued steering to the Southward all day under double reefed topsails and fore-  
 sail. This breeze finally hauled to the E. again and soon blew a fresh gale  
 from that direction, coming to the wind under short sail, we lay to until this  
 Saturday morning when the wind hauled to the S.W. having previously  
 moderated and making sail we have to day been standing along on the  
 wind on both locks, &c. All through the late blow fog and rain were  
 very frequent, and to day they have not altogether disappeared, but still  
 the weather is comparatively clear. The only whale seen this week and  
 last the only right whales were in number two, and there were  
 both seen on Tuesday afternoon while we were running off to the South-  
 ward but the weather at that time would not admit of our lowering  
 the boats for them and as no chance has since occurred, the boats have  
 consequently remained on the cranes all the week. Several fin backs have  
 also been seen and this is not at all indicative of our being in the vicinity  
 of right whales. The most profitable transaction of the week was the  
 capture of a couple of puffing pigs from the martingale. These little  
 animals are frequently around the ship. Since Tuesday last nothing  
 has been seen of the land and I think we shall be able to pick up our way  
 again this evening. The land near which we were cruising, first raised on  
 the 28th. ult and last seen on Tuesday, the 10th of this month, was all in  
 the vicinity of Mount St. Elias, and at any time when the land was in  
 sight if the weather were clear, Mt. St. Elias could have been distinguished



d. In all this bad weather of the past week, and with nothing whatever to raise the least excitement, the time has still passed away very agreeably in the fore-castle boat crew, or quarter watches. Having been slow nearly all the week the sailors have plenty of watch below and during this the usual heterogeneous occupation of the sailor, have been engaged in, - sleeping playing cards, and reading have however constituted the principal employments.

We now almost despair of being able to catch another whale this season, the time in which we have to do it, is now fast wearing away. bad weather, if not already commenced, will soon set in, in earnest, and then farewell to any lingering hope, if a hope so long remains. It is however yet somewhat early for the blow to set in and the one which we have lately had, was, I think, nothing more than an accidental "kick up" to frighten us off the ground, perhaps, and this I think it would require but very little to do - more than one has become disgusted with the sea-bird's work and are, even now, ready and anxious to leave the ground and start for the tropics once more. This plan no doubt would be quite as profitable, as to while away our time in Kodiak with almost a certainty of getting nothing to remunerate us. In warm weather, if sperm whales cannot be caught, we have the little blackfish to fall back on, and exercise our skill upon without any fear of impending danger from them. But in Kodiak, there is no such "fall back" to bother with here if we lack anything it must be a right whale, and judging from appearances, these fish are considered by some to be no child's plaything. Right offing lately, has assumed rather more of the aspect of sperm whale cruising than heretofore, whales and ships are seen, and nothing whatever going on to keep our spirits up. This is a shocking country, but so long as we cruise in this vicinity, there is no danger experienced.

But there is yet one more thing to be feared, and if we pass the whole of this up here, perhaps a change of the times will be witnessed, whatever may happen there is one thing pretty certain, that is we shall be in worse circumstances at the termination of this cruise than we were at its commencement.

The solar observations obtained this week, have been very accurate owing to the fair and calm which has been all the week previous.

The latitudes and longitudes obtained were the following.

July 8th. Lat.  $57^{\circ} 58' N$ . Long.  $143^{\circ} 40' W$ .  
14th. Lat.  $57^{\circ} 26' N$ . Long.  $143^{\circ} 54' W$ .

On the 9th, 11th, 12th, and 13th, no observations were taken.



Saturday July 21st. 1855. This date still finds us in a region uninhabited by right whale to any very considerable extent: but this week has not passed away quite so fruitless as the one immediately preceding it. Since the commencement of this week until Thursday we had the single right whale the S.W. and there were attended with a variety of small whales, but no large ones and again some rain fell. During all this time we were standing about on different tacks under short sail but mostly in the easterly direction, somewhat. On Friday last we had a little success in the whaling line as three boats were lowered with the intention of striking, if possible, a sulphur bottom. This species of whale being that day very numerous around the ship. The cast boat a lance and an iron were "set up" in readiness to use one or both as occasion might require, and in the mule boat we got near enough to dart a lance into one, the distance being too great to dart an iron. The lance entered the whale its whole length pretty well forward in him and hurt him pretty badly, apparently, but he did not kick at all then merely raising his snout out of water then settling, the next time that he came up, however, he looked around considerably and thinking we might possibly get a chance to strike him we chased him some distance but all in vain. He finally distanced us, and we returned on board, none of the other boats having been very near any whales. On Saturday we met with quite an adventure for there coming across, having a colored spoken ship on that day she was raised coming from the N. Westward and speaking her she was ascertained to be the *Romulus*, of Mystic, Capt. Baker. This was the only ship which we had seen for a long time, and consequently, upon our skipper receiving an invitation to "come on board" from Capt. Baker, he was obliged to have time to repeat the invitation before he was off for the *Romulus* and with her had quite a game. The *Romulus* had been up in the Arctic ocean this season but having done nothing there neither having seen any chance worth stopping there for, they had concluded to leave, and accordingly when we saw her she was bound off to the Southward, carrying all sail. She reported the Arctic fleet in very poor circumstances, having taken out little oil during the season. When the game was over the *Romulus* again continued on her passage to the South. Since the change of wind on Wednesday the breeze have been from the Southward varying perhaps a couple of points each way from S. and with these winds we have continued cruising on the wind on both tacks, as usual, and in there comes up on Friday, yesterday we fell in with the only right whale seen this week. He was raised at about five o'clock in the afternoon and the 1st, 2nd, and 3rd, masts immediately after lowered and started



pursuit of him. We chased him continually from this time until sun-  
 set, the whale nearly all the time keeping a straight course, which he  
 took soon after it lowered. With paddles we started on after him and  
 the sea being smooth continued to approach him gradually until  
 we got within perhaps two ship's length of him and this distance  
 held from us for some two or three risings and at every spouting  
 several in our boat (which was the nearest to the whale) affirmed  
 that they could see cuts, as of a spade, on his ridge and small.  
 but we continued after him with the paddles, until it was found  
 that we could gain on him none in this manner, and we accord-  
 ingly took the bars, pulling in the direction which the whale was going  
 after he went down. But this was the last rising which he had  
 while going in that direction, and it must have been several risings  
 afterwards when next we raised him, as at that time he was  
 been some three fourths of a mile distant to the leeward. Found  
 off in another direction having milled probably when we first  
 took the bars. We then pursued him off in this direction and were  
 once again getting in close proximity to him when the colors were ob-  
 served to go up at the bark's mainmast just as he came on board and  
 we accordingly gave the whale off and came on board, it being then about  
 sunset. The supposition that this whale was a Comed. Case, was very  
 prevalent but whether such was the case or not, could not be certain-  
 ly ascertained, at any rate he was not sufficiently sick to allow  
 us to approach near enough to strike him. When this whale came  
 to stray so far away from all his fraternity, appears somewhat singu-  
 lar. But neither before nor since during the week have we seen an-  
 other showing his species. Sperm whales sometimes surprise and  
 puzzle us. They have been seen very numerous all the week and  
 of the latter we have had the fortune to catch several from the  
 martingale. On Thursday saw land bearing E. N. E. from us and  
 distant forty miles. This I believe was the Island of Sitka, a Russian  
 possession, and on, or near which is a Russian settlement. The  
 land appeared to be very regular and even and of no very great  
 height, but from the great distance, no very distinguishing pecu-  
 liarities could be observed. In the same day we saw a large ship  
 that apparently was making that locality her cruising ground;  
 indeed she was supposed by some to be a Russian ship, of war  
 stationed off that coast. But this was only a conjecture, as from  
 her distance she could not be certainly made out. About as  
 exciting an affair as has lately come off on board the "Irab" to amuse  
 the sailors, was a quarrel between a couple of them which occurred  
 on Friday evening after coming on board from chasing the right



shale. The combatants were one 'Dublin', a white man, and a Kanaka that goes by the cognomen of 'Friday'; the disturbance arose from some difficulty about the wheel and when they both got well interested, it was highly amusing to witness the proceedings. No great damage to either being anticipated. Brier of 'John Dublin' & 'John Friday' from various parts of the fore-castle cheered the combatants on to deeds of daring and desperate valor which witnessed in the gladiatorial arena would be well appreciated over chest and into bunks and corners, they rolled and then after putting down a few more, they were that one overpowered until they were both nearly exhausted and it seemed as though the affair would terminate in a draw game. The most serious part of the transaction was when the Kanaka got his finger caught between his teeth and bit it through to the bone on either side but when this predicament 'Dublin' managed to extricate himself and soon after the Kanaka lost his wind, got exhausted and having expressed himself to that effect the fight immediately came to a close and peace and quiet were once more reigned in the 'Drab' fore-castle. It is difficult to say which got the worst of this but I think would have been better satisfied to have come to an understanding long before they did. Such events as these are undoubtedly a disgrace to any vessel but still they are a poor witness to the sailors themselves. They take part out of such work I think we have quite as little as will be seen in the greater part of these whale ships. Another scene of the swine family occurred lately, two of their number having been butchered this week. At any rate the skipper is bound to live whether or not, whais are taken and for this at least, should be applauded. The weather for the past few days has been quite pleasant and agreeable once more and we have not taken in sail regularly at night as was formerly the case. This is owing to the fact of our having seen no whais in this locality and the vessel consequently kept moving night and day, in search of them. We must surrender them as the due by all hopes of further success this latter however would not, I think, cost much of an effort as mostly all are ready to start for the tropics, even at this early date.

Our observations have this week been more plentiful than they were last with us and from these the latitudes and longitudes deduced are the following.

July 15th. Lat.  $57^{\circ}36'N$ . Long.  $141^{\circ}59'W$ . 17th. Lat.  $58^{\circ}08'N$ . Long. not obtained.  
 18th. Lat.  $57^{\circ}13'N$ . Long.  $138^{\circ}36'W$ . 19th. Lat.  $57^{\circ}03'N$ . Long.  $136^{\circ}57'W$ .  
 20th. Lat.  $56^{\circ}08'N$ . Long.  $137^{\circ}48'W$ . 21st. Lat.  $55^{\circ}30'N$ . Long.  $137^{\circ}58'W$ .  
 - No observations were obtained on the 16th and



Saturday July 28th. 1855. Still, as we  
 sailing and ranging about with our small prospects and the  
 absence of right whales for the week past, has now about excluded altogether  
 any lingering idea of catching another whale this season. All the  
 week the wind has continued to blow light breeze from the Westward, with  
 the exception of yesterday when it hauled to N. but did not long remain  
 in that quarter, again hauling to the W. On Monday last we were un-  
 der double reefed topsails and courses but the remainder of the week  
 under full sail, have been endeavoring to get to the Westward as fast as  
 possible but in this direction we progress but slowly. Yesterday, when  
 the wind was from the N. it helped us along remarkably well, as  
 the bark was then steering W. S. W. but the change of wind soon put us  
 back to the old "full and by" again, which of course greatly deadened  
 our headway. As for right whales we have not seen one of their kind to-  
 gether. But one has been seen this week. Sulphur bottom and por-  
 poises are very abundant and scarcely a day has passed without seeing  
 them, but these we have not troubled this week. But very little  
 of an interesting nature has been transacted on board of us this week.  
 A slight disturbance in the fore-castle last night afforded a little  
 amusement for the sailors and "most them out from the slumbers  
 of the watch below in good humor. Tippo, the "lame" that was in a  
 "muss" some time since, it seems was overcome by drowsiness and coming  
 below in his watch on deck he was afflicted with "dropsy on the chest" and  
 on the chest he unfortunately fell fast asleep, discovering him in this sit-  
 uation, some of the members of his watch bent a rope to his leg, and the watch  
 then being nearly out they waited until eight bells, when simultaneously  
 with the stroke of the bell they hauled down on the rope and poor Tippo  
 in a moment hung suspended in mid air, finding himself thus sud-  
 denly disturbed from his dreams no wonder he was somewhat alarmed,  
 and all the horrid noise that mortals can make, as far as lay in his power  
 he called into requisition for his assistance, but was no use, those that  
 were hauling on the rope "hardened their hearts" and poor Tippo in agony  
 yelled most horribly but at last after considerable fruitless he managed  
 to get out his knife and cutting the rope, down he came on the fore-castle  
 deck, all in a heap, from whence he picked himself up and retired to his  
 bunk, amid the laughter of all hands. Another transaction of recent  
 date, was a farther addition of six small pigs to our live stock, and  
 instead of diminishing the number of swine, notwithstanding we have  
 been killing them nearly every week lately, they still continue to increase.  
 One of these little ones let his life from being unable to support the weight  
 of his mother. This unfortunate occurrence left ten sucking pigs  
 and three of mature age that now call upon us for sustenance.



The weather of the week just passed has been very pleasant and the atmosphere quite warm and mild but the breeze has been altogether unfavorable to us, as the wind blows mostly from the direction in which we wished to proceed on the Northwest. We are now far away to the S.E. of where all the right whales are supposed to be and here there is nothing whatever to detain us unless it be an unfavorable wind. When we start for this locality from the Northwest it was with the expectation of finding right whales here in abundance but in this respect I judged it was altogether mistaken and now having ascertained this I deem that we are likely to remain here, however much it may be against our will. Should I should think that it would be presumptuous and to give us to come here and yet not at all without being forced to spend the time away from in this region out of all respectable society. A vessel of our description has been seen by us since the 19th of this month and on the day preceding the 18th we had the last gain. Such times as there are here indeed catching whales without catching them over is perhaps a change. But I should think that the state of things will not much longer remain as about discovered and as in the day of our departure I think it will arrive one day sooner than we have made. I don't think we can get to the Northwest even yet there are only chance days there the whales are supposed to be with the ships amongst them down here while we are idling away the time here in vain endeavours to get to them which if we should accomplish would most likely be of but little benefit to us. Enough has been done already and in the attempt to mend matters they may only be made the worse, therefore heart and hand I go in for removal to more genial climes and these sentiments are not immediately for it were put to a vote whether we should stay or go I think a large majority would be in favor of immediate departure. I am carried both north and then south and the boat kept continually moving on that side to the southwest as far as she can possibly be made to go. The boats are also once more stowed, but having nothing to do the sailors do not grumble greatly at this. As the sun has now made considerable advancement on the horizon more the length of the day I have very perceptible to minister and once again we are once again in the darkness of night even though from time which is the more agreeable than to be confined to the light. To appreciate darkness one should go without it in bed or three months.

Latitudes and Longitudes obtained this week are as follows:

- 23d. Lat.  $54^{\circ}38'N$ . Long. not obtained. 24th. Lat.  $53^{\circ}45'N$ . Long. not obtained.  
 25th. Lat.  $54^{\circ}11'N$ . Long.  $139^{\circ}52'W$ ; 26th. Lat.  $54^{\circ}20'N$ . Long. not obtained.  
 27th. Lat.  $54^{\circ}47'N$ . Long.  $140^{\circ}23'W$ ; 28th. Lat.  $55^{\circ}16'N$ . Long.  $141^{\circ}16'W$   
 22d. no observations were taken.



Saturday, August 4th 1855. At last the right whaling season with us has commenced and for the last two days the *Arcturion* has been speeding onward for the ocean wave as if in high glee at the reflection that she was soon to bid adieu to the northern waters. From the commencement of the present week until Thursday was over for the most part we were lying in a calm. Light breezes from various points of the compass would occasionally spring up, and these little winds were improved in the best possible manner to advance us in a westerly direction, but this enterprise was at last given up in despair for at the rate that we were proceeding for nearly a fortnight previous it would have taken us the remainder of the season to have arrived as far to the westward as was derivable and accordingly, taking a fresh breeze from the westward yesterday, we kept off H.E. and resolved to give up any further attempts at right whaling this season, wisely resolved too, according to our mode of thinking. Before starting the time passed away very tediously. Ships and right whales were both equally numerous but the sort of it was, neither were to be seen. Sulphur bottoms, Linbacks, grampuses, puffing pigs &c. continued around us very plentifully some of these species being visible nearly all the time. There however were all allowed to pass by and around us unmolested until Thursday, when we lowered after dinner and chased sulphur bottoms nearly all the afternoon, but all our chasing was unavailing, we were unable to strike one and it was accordingly determined to shoot one if an opportunity could be obtained. When the full moon was in the sky, and soon got in pursuit of one half Linback, half sulphur bottom. Several times the 3d. mate got almost near enough to strike him with an iron, but as many times the whale got out of the way, until finally we came up in the water but and so a excellent chance lost. The whale shot a bomb lance therefore and this entered him well, then just as he did a kick it has been affirmed by some that this species of whale never raise their flukes above water, but be that as it may this whale certainly understood the science of kicking to perfection, and his gyrations were quite as numerous and wonderful as any right whale ever went through: not only his flukes, but nearly half that end of his body, did he throw out of water and around in the water surprisingly. Fortunately for us, we were not within reach of him. Immediately after the bomb lance entered him, he came up again and spouted good thick blood: seeing this we expected to have a chance to get an iron into the whale certainly, but in this we were deceived and disappointed for the whale upon coming up the second time



after being shot and the first time after spouting. Word was received a mile  
 distant from us and going at a rate that would have defied all the in-  
 tentions of man to compete with, still spouting thick blood. While he  
 was going at this rate it was altogether useless to pursue him, but the 3d.  
 mate pulled ahead for him a little way, which performance was some-  
 what characteristic of his proceedings generally in such cases. The last  
 we saw of the whale he was just as far as he could be seen, in the horizon  
 and as it was a dead calm at the time we could see a long distance.  
 It was probably not more than eight minutes from the time that  
 the whale was shot before he was out of sight altogether. When last  
 seen he was kicking much after the same fashion that he kicks  
 when the bomb lance entered him. But he was travelling on to his  
 death, the lance had made sure work and long before this time the  
 poor finback has probably breathed his last without benefiting any  
 one by his death. On Wednesday a little manual exercise was  
 required of the sailors they being employed in breaking out meat from  
 the lower hold to be cooked about 2 o'clock. were taken on deck and  
 hooped off with iron. Since starting for the Sandwich Islands yesterday  
 the breeze has continued from the W. and W. S. W. and we have  
 been making a fine passage, steering to the S. E. and S. S. E. under all  
 drawing sail, and the weather pleasant. To day (Saturday), about  
 noon, we passed by what was once a right whale. But he had been a long  
 time dead and having blasted his afterwards bled so that when we  
 passed him, he was but very little above the surface of the water and  
 perfectly worthless. Therefore we did not stop for him. Again this af-  
 ternoon we had another slight adventure by running close by what was  
 first thought to be a barrel but upon a second observation, it was made out  
 to be a cask with both heads in and apparently full of something; we  
 accordingly huffed to, hauled aback and lowered a boat, when upon tapping  
 the cask it was found to be full of oil and was accordingly towed along  
 side and hoisted in on deck. The cask was completely covered with a  
 thick growth of clams such as are found on logs picked up this season,  
 and cleaning these from the cask and scraping it, it was found to  
 gauge 20 gallons but a striking coffin's marks none other were  
 found to indicate the probably ill-fated vessel to which it had once  
 belonged. The cask contained kerosene oil, and was full so that when  
 tapped the oil burst out in a fountain. The hoops and staves were  
 in a state of perfect preservation, notwithstanding it had very cir-  
 cidentally been in the water a long time but the oil had preserved them.  
 A conjecture was expressed that it had once belonged to the ship  
 Montanaro of New Bedford that is supposed to have been lost in  
 the Arctic Ocean in the season of 1853. She was known to be to



me Northward of Bhering's straits when they were closed by the ice in the fall of that year, but since then no tidings have been received either of her or of her crew. The cask looked as though it might have been adrift that length of time. This occurrence added nearly seven weeks of idleness to our season's work, which is probably more than we should have obtained if the whole season had been spent on Rodiak.

But our right whaling for this season at least is now over and we leave Rodiak under circumstances very disadvantageous to the interest of the voyage. Altogether this season according to my reckoning we have hauled for right whales about forty different times, perhaps once or twice more than this, but still forty times have the boats been lowered for right whales alone, and in these lowerings we have managed to get fast to four whales out of which one only has been saved. There was undoubtedly some bad fortune attendant upon our whaling but much of our ill success may with more justice be attributed to improper management rather than to bad luck.

This however leaves us decidedly in a "fix". The prospect for making even a decent voyage is a brownie job. With one season spent for nothing we were in comparatively good circumstances still, what we should do this season was then looked upon as something that would in a great measure redeem us, but with two seasons gone, and scarcely anything obtained in them salvation seems impossible. Past all redemption we are "gone in": the "Arab" is apparently doomed to misfortune in all respects appertaining to the welfare of the voyage, and if such is the case her destiny, I suppose must be fulfilled, according to the inscrutable laws of nature. Still it seems singular that such should be the case, the voyage opened as auspiciously for us as for any one of the numerous fleet among which we have been cruising, and yet among them all scarcely a single parallel instance with ourselves can be found. There is most decidedly something wrong somewhere, and I think that the most advisable proceeding would be to terminate the voyage as soon as possible by starting for home, and allow those to whom it may be agreeable, to make a new commencement. But this is probably far different from the course that will be taken, and advice not ill suited to the desires of those who intend and control these affairs, and therefore we must continue on in the path which has been taken fulfil the Arab's destiny, and as likely as any way, make matters still worse as the length of the voyage increases. Considerable time must elapse ere all this can happen:—another year at least, and perhaps more will pass away in the endeavor to mend



matters but if we continue the retrograde motion that has been made for the last year and a half. Much longer, we shall be sorry flight when we "bring up". However, let things take their course what is to be will be in spite of all our noble opposition. All things have an end and so must this voyage at some future time; and after all, it may perhaps in the end be beneficial to us all.

From solar observations taken this week the following latitudes and longitudes have been deduced viz.

Sunday 27th. Lat.  $55^{\circ}44'N$ . Long. not obtained. 30th Lat.  $56^{\circ}11'N$ . Lon.  $141^{\circ}32'W$

1st. Lat.  $56^{\circ}14'N$ . Long. not obtained. Aug. 1st. Lat.  $56^{\circ}50'N$ . Lon.  $141^{\circ}47'W$

Aug. 3d. Lat.  $57^{\circ}30'N$ . Long.  $142^{\circ}44'W$ .

Aug. 2nd. and 4th. no observations were taken.

Saturday, August 11th. 1855. This date finds us well along on our passage to the Southward, having pursued our journey uninterrupted from the last entry up to the present time. On Sunday and Monday the breezes were fresh from the North westward but since that time the wind has blown continually a fresh breeze from N. and under all drawing sail we have all the week been steering some one of the following courses viz. S. E., S. E. by S., S. S. E., S. by E., and S.; these courses have been changed from one to the other according as the fancy of the commander dictated. The fore top gallant sail and in fore topmast studding sail and fore topmast sail were all bent and set to assist us along on the passage on the first of the week and have ever since continued to do their duty.

The weather which has accompanied our favorable breezes has been of a very pleasant character. For three days in the first part of the week both whenever we would in every direction nothing but a dense fog bank met the vision but when this broke the breeze was blowing in the afternoon. From that time until the present fog and rain have continued with us alternately. But this kind of weather we can however get along with very well so long as the ship and present company continues. For we have the reflection to ourselves that we are bound for tropical climes where warm weather with its pleasures the hot summer suns will soon be with us once again. At the present time we have this week seen one specimen of that was known to be nothing more which we should stop, and was supposed to be a windmill which supposition was probably not far from correct. The transactions on board lately have been very few and uninteresting. The only considerable piece of labor performed was the sending down of the cutting gear's blocks &c. which had remained



aloft all the season, nearly to no purpose and hereafter we shall probably have but little use for them at least until we arrive at the Sandwich Islands. The present breezes will probably take us along some considerable distance to the Southward but we shall be very fortunate if they take us into the N. E. trade.

The progress for the past week has been as rapid as we could reasonably have expected from the "old bark". Solar observations have been frequent and from these the following situations have been deduced. viz.

Aug. 5th. Lat.  $36^{\circ}$  N. Long.  $142^{\circ}$  W. by acct. 6th Lat.  $32^{\circ}33'$  N. Long.  $140^{\circ}52'$  W.

8th. Lat.  $30^{\circ}23'$  N. Long. not obtained. 9th Lat.  $28^{\circ}40'$  N. Long. not obtained.

10th. Lat.  $46^{\circ}50'$  N. Long.  $139^{\circ}02'$  W. 11th. Lat.  $45^{\circ}57'$  N. Long. not obtained.

On the 12th. no observations were taken.

Saturday August 18th. 1855. The

breezes of the last week failed us soon after the last entry, altogether unexpectedly. On Sunday the wind continued fresh from N. and we were all day steering to the S. E. under all drawing sail, but since Sunday the wind has been very fluctuating and uncertain, frequently leaving us altogether to experience the tediousness of a calm and that too when we are trying to make a passage, when cruising a calm is not so very tedious. But under the present circumstances it is extremely disagreeable. The light breezes which we have had occasionally since Sunday have been mostly from the S. directly ahead but we have been working to the Southward gradually all the time carrying whatever sail would draw.

With the weather this week, in point of season & temperature, it has been extremely pleasant the whole time, the atmosphere warm and mild also and we already begin to experience the change from Equator, but this however may be only the calm that precedes the storm and we may perhaps get see squalls before reaching the latitude of the trade winds.

On board of us the times still continue very dull but the sailors have lately been awakened from their lethargy of the few preceding weeks and employed in getting up the standing rigging which had got somewhat out of repair during the past season. Today they have been occupied in "washing ship" both outside and inside and I suppose there will be something of this kind continually going on until our arrival at Tahiti in order that we may make a presentable appearance at that port. But as we did not get very gross or staid such employment will not be very laborious. Males have been very scarce in the water though what we have catch were passing; The only one seen this week was not certainly made out, but



from his actions he was supposed to be a sulphur bottom. At any rate it could not have been anything worthy of our attention for we are now all getting out of the regions inhabited by right whales. And sperm whales are seldom if ever seen in these latitudes. For sperm, however the chance between here and the Sandwich Islands is decent; sperm whales are sometimes seen on this passage, and possibly we may be fortunate enough to get a sight at some before reaching Sabina. But such an occurrence would surprise us very much. In fact it is immaterial to me whether we do or not since we are so far advanced in our fortune. It would be full as well to continue on in the same road.

The latitudes and longitudes obtained this week have placed us in the following situations.

Thus 12th. in Lat.  $42^{\circ}34'N$ . Long.  $139^{\circ}35'W$ ; 13th. Lat.  $40^{\circ}42'N$  Long.  $139^{\circ}45'W$   
 14th. Lat.  $38^{\circ}18'N$  Long.  $140^{\circ}08'W$ ; 15th. Lat.  $37^{\circ}27'N$  Long.  $140^{\circ}50'W$   
 16th. Lat.  $37^{\circ}02'N$  Long.  $139^{\circ}49'W$ ; 17th. Lat.  $36^{\circ}45'N$  Long.  $140^{\circ}18'W$   
 Today, the 18th. no observations of the sun were taken

Saturday August 25th. 1853. As surmised in the last entry the week ending with this date has been made up of all kinds of weather. On Sunday and Monday the calm and light South by West winds of last week continued with us, and through there we forced our way to the S. very slowly; the weather also remained pleasant during that time. On Tuesday we were once more favored with a fair wind for on that day a fresh breeze sprang up from the Eastward, and under all sail we steered off S. by W. This good fortune did not however last long; the breeze soon left us and since that time we have had calms light winds, strong breezes and heavy squalls from various directions, all there being attended occasionally by heavy falls of rain and altogether this has been the most disagreeable week that we have passed through for a long time. The breezes such as we have had have usually been unfavorable and very unsteady, having blown from all points of the compass going between S. E. and N. W. and not been very partial to any one of these points. Through all this we have slowly worked our way to the Southward in light breezes carrying all drawing sail, of course, but the squalls have frequently obliged us to clew up and clew down, furl and duff out and that too sometimes in heavy showers of rain. When it was that the watch below was very acceptable, I drenched to the skin, to go below at night and roll in "blanket bra" was "bless unutterable" "in my pocket" perfect elyrium. The transactions on board this week otherwise than those relating to ships duty have been of a very uninteresting nature. The watches have been employed through the week in good weather, in cleaning



the rust from, and painting the chains. Fore, main, and mizzen on both sides, and also in cleaning and painting the other iron work about the vessel fore and aft. This and polishing ship, is work which above all other on shipboard I most detest. It is so disagreeable tedious and something which I could never get interested in. In fact when such work is going on a "wheel" or a "masthead" is a perfect godsend to whoever is fortunate enough to get it. It appears that they are bound to make the bark shine at Lahaina thinking perhaps that by this the effect caused by the reflection that we are "poor devils", will be somewhat deadened. — a good idea, no doubt.

Marine animals have this week appeared to us quite plentifully and in great varieties as compared with what we had seen for several weeks previous. Of the larger species but few have been seen, but grampuses, killers, porpoises, skip jacks, flying fish and all such "small fry" have been abundant. These circumstances all herald our approach to the tropic isles where nothing discouraged by the late winds and weather we set confidently expect to arrive, all a good time. The beddings for the part of the ship, after being so long in lethargic in cold weather, are now once more beginning to appear to torment the sailors and night the atrocities of a fearful nature may soon be expected to be perpetrated by them. The most exciting circumstance of the week occurred late in the day yesterday, (Friday). We had experienced half a gale of wind nearly all day but towards night this wind had moderated to a very respectable breeze and we were going along fine when perhaps half an hour before sunset the cry of there she blows resounded from the masthead and in a few moments the subjects of these vociferations were pronounced to be a school of sperm whales then distant from the bark two miles. They were raised very unexpectedly and it would have been quite as well if we had not raised them at all for by the time we were ready to lower for them the sun was but a very few minutes above the western horizon. We however lowered and pulled off in the direction of where they were last seen, but after lowering, nothing was seen of the whales from either bark or boats. The evening was a pleasant moonlight one, and we lay "how up" in the boats some time after the sun had set in hopes of discovering something of them but we waited in vain, nothing was heard or seen of them. And we accordingly made our way to the bark again, having been out for nothing. There were suspicions entertained by some that there were not sperm whales but perhaps black fish or grampuses. Others affirmed that they were indeed whales as we did not have a second opportunity to confirm any suspicions as to their real



character, it still remains a contested point whether they were or not but be that as it may, it would have been altogether immaterial to us in either case. As the day was altogether too far advanced, and the whales too far distant to render it possible for us to capture one that night. In another weeks time we expect to be scotting under the influence of fresh N. E. trades and having once taken there the remainder of our present porrage will be easily performed, as their assistance is something that can be depended upon in such fluctuating winds and unsteady weather which we have lately experienced.

Our solar observations of this week, give the latitudes and longitudes as follows.

Aug. 19th. Lat.  $33^{\circ}44'N$ . Long.  $140^{\circ}38'W$ ; 20th. Lat.  $33^{\circ}02'N$ . Long.  $141^{\circ}26'W$ .

21st. Lat.  $34^{\circ}N$ . Long.  $142^{\circ}08'W$ ; 22d. Lat.  $32^{\circ}54'N$ . Long.  $143^{\circ}29'W$ .

23d. Lat.  $32^{\circ}14'N$ . Long.  $144^{\circ}35'W$ ; 25th Lat.  $31^{\circ}18'N$ . Long.  $144^{\circ}55'W$ .

24th. no observations were obtained.

Saturday, September 1st. 1855. The surmise expressed in the last entry that we should take the trade winds this week has been just barely fulfilled and no time to spare for until today no N. E. wind appeared. But this forenoon a fresh breeze from the N. E. struck us and this wind from its general appearance of things overhead and around is supposed to be the commencement of the trades. Under the influence of the trade winds the clouds always have a somewhat peculiar appearance and it is from this that we judge. Previous to taking this wind, fresh breezes from E. S. E. and from thence varying two points to S. E. were prevalent all the week and with them we were steering S. W. by S. generally with all drawing sail set, but the strength of the breeze occasionally rendered it necessary to take in the lighter portion of the canvas. These breezes were very favorable to us and with them we expected to reach some time before we did, but it seems that at the present time they do not extend so far to the Northward as was expected; we had made calculations upon taking them in the latitude of about  $27^{\circ}N$  but have been compelled to run some distance farther to the Southward than that. With what are supposed to be the "trades" we are now steering to the S. S. W. with all drawing sail set, and making very good time for the "Arab". The weather all the week has corresponded well with our favorable winds, and has been generally very pleasant, although light rain has fallen once or twice.

Crampuses, killers, porpoises, and fish of the smaller species have been plentiful all the week, but I believe the sperm whale has not



been seen through the week. The watches have been employed lately in repairing the rigging and getting our things about the ship so that she may look respectable at Lahaina. When we intend to go out here in a few few days, as the trades will most likely continue fresh with us until that event happens. As we left the cruising ground of Hawaii very early in the season, we shall probably find but very few ships in Lahaina, if indeed there be any at all there. But being somewhat acquainted there, we very probably manage to spend a pleasant week or two alone in port; still it would be much more agreeable to find a vessel or two there with which to while away the evening in a sociable game. On board the bark we are lately having dull times, and the port for a change will be a desirable stopping place for a short time at least.

Latitudes and longitudes obtained this week are as follows.

Aug. 26th. Lat.  $30^{\circ}34'N$ . Long.  $144^{\circ}21'W$ .; 27th. Lat.  $30^{\circ}19'N$ . Long.  $144^{\circ}33'W$ .

28th. Lat.  $30^{\circ}06'N$ . Long.  $145^{\circ}42'W$ .; 29th. Lat.  $30^{\circ}04'N$ . Long.  $146^{\circ}23'W$ .

30th. Lat.  $28^{\circ}48'N$ . Long.  $147^{\circ}17'W$ .; 31st. Lat.  $27^{\circ}16'N$ . Long.  $149^{\circ}25'W$ .

Sept. 1st. Lat.  $25^{\circ}27'N$ . Long.  $150^{\circ}42'W$ .

Tuesday September 4th. 1855. The present time finds us for the second time during the voyage, lying at anchor in the still waters of Lahaina harbor. The beginning of the week we passed outside. The trades being fresh from the N.E. on Sunday and Monday, advanced in time remarkably so that by Southwestern and by observations taken yesterday (Monday), we were ascertained to be in close proximity to the Sandwich Islands, inasmuch that it was considered unsafe, or at least indiscreet to run that night, not knowing the exact bearings of the land, and our situation in relation to it. Accordingly last evening we hauled aback and lay in a good stiff breeze, in this situation all night. This morning early we again stood forward and stood off to the S.W. and not long after this Maui was discovered bearing S.W. and five lights forty miles distant.

The trades continued strong with us and forced the bark along through the water much faster than she is generally accustomed to traveling. At this rate in a few hours we were in the Pailolo passage once more and through this the bark went on humming. Passing the various points of the Northern coast of Maui, we gradually hauled up accordingly, until at last the most Western one was off our quarter and we raised the town and shipping of Maui, with light breeze after the "trades" left us we gradually worked our way up towards the town, and at five o'clock this afternoon reached the anchorage and



dropped anchor in 12 $\frac{1}{2}$  fathoms of water abreast of the town and in a situation convenient to the shore, thus drawing to a close a very unprofitable cruise. At sea, this week, the time was spent much the same as it was last, nothing of interest whatever coming under our observation, either on board or overboard. The weather was pleasant all the while and the sailors were not very busy. The observations taken yesterday and the day before gave the following latitudes and longitudes: viz. Sept. 2nd. Lat.  $23^{\circ}27'N$  Long.  $152^{\circ}41'W$ ; 3d. Lat.  $21^{\circ}35'N$  Long.  $155^{\circ}16'W$ .

Thus at last have we terminated our first right whaling cruise and a second time find ourselves in Lihaine under far different circumstances from what we supposed we should when leaving this port for Fodick. Better far would it have been for us to have proceeded direct to Fodick at that time than to have thrown away a whole season as we have been doing, merely for one right whale. But at the time we left here for right whaling ground high hopes were entertained that our fallen fortunes were to be retrieved, - that the misfortunes of the Arctic cruise were to be compensated for, - in fact that we were to go on Fodick and take sufficient oil to allow us to steer homeward. But alas! how fallacious were all those hopes, how greatly have we been disappointed, how much time has been wasted, and how greatly were we deceived in those in whom confidence was placed, but this however has all passed the fact that we are now in worse circumstances than at the commencement of the voyage is sufficiently glaring without rendering it more so by dwelling upon the many circumstances that were the cause of it.

In Lihaine, here from the anchorage, things have about the same general appearance as when we were here little more than four months since. every thing looks natural on shore, but not having visited the beach what is the state of things there I have not ascertained yet but there will probably be plenty of opportunities to do this ere the present week closes. Lying here we find a number of whale ships quite contrary to our expectation. There are four of them altogether besides ourselves and these are the ship Christopher Mitchell and Bark Mercator both of New Bedford, ship Erie of Fairhaven and ship Columbus of New London. With the Christopher Mitchell we formed a slight acquaintance in the Kamtschatka sea in the season of '34 and the Columbus we spoke and jammed with on Fodick this last season; with the others we can very soon get acquainted if necessary and I think we may pass some time that we lay in the neighborhood of these ships ere we go to Fodick where they will be



considerable oil, but in the Mercator we find a case almost parallel with our own as she is nearly as bad off in relation to her voyage. The *Sas Petra* arrived here from the California ground where she spent the season sperm whaling, and took only ten bbls. of oil. These statistics we have obtained from the health officer who boarded us the first thing, the same Kanaka, dressed in the same white suit and looking as though he had just escaped out of a sand box. He was very friendly from his action extremely delighted to see the skipper and made and shook hands with him as though he would have shaken him to pieces. In Lahaina we shall probably lay a fortnight or so, this time as water &c. has to be obtained here, and our little crew shall also receive several days liberty on shore, if so doing, get somewhat acquainted here. Last spring, the liberty can be better enjoyed than as then we were strangers in the place. The ships that are here with us have lately arrived, more may soon be expected and as they will most likely give liberty here if several boats get ashore together I think we might possibly raise an excitement of some kind, at least we used to do so in the spring. But all these things will be better understood at the end of this week, for then we shall have had some opportunity of ascertaining what is the state of things generally. And therefore unless the present week shall have terminated with some promising.



Lying at anchor in the port of Lahaina

Sandwich Islands.

September 1855.



Saturday September 8th. 1855. All hands have now been ashore in Lahaina again. That sufficient time is given acquaintance there, and found things but little different from what they were four months ago. But for our various transactions on board the vessel first: Since arriving at this port on Tuesday last, we have been pretty busily employed. On Wednesday and Thursday all our water was taken on board: this was obtained in the same manner as when ashore, viz. we took the casks ashore, unrafted and rolled them up to the watering place, (about twenty rods from the beach), and the Kanakas carried them, rolled them down and rafted them all ready for us to hoist on board, this was all accomplished without any difficulty by the 2nd. and 3d. mates each taking their own coats &c. &c. so that we who belong to the main boat, did but little going ashore watering, we were within



required to go in just as the other two boats started from shore with the  
 raft, and assist them to tow it on board. Besides getting off water  
 we also painted the bark outside. But as she had been previously painted  
 clear at sea and all the new work cleaned, this was not much work.  
 On Thursday the principal amount of heavy work was finished and  
 all was made for the boat to go on liberty the next day. Accordingly  
 they made preparations on that afternoon and yesterday (Friday) morn-  
 ing, the Starboard rigged out in their best trim, were taken ashore to  
 deliver a few of liberty and do as they pleased so long as they did not dis-  
 pose against the laws of land and this I believe none of them did.  
 But none of them were caught at it if they did. Great promises had  
 been made by means of the watch as to their good behaviour this time  
 past, but not much dependence had been placed in them. However at  
 night one of the Starboard watch were somewhat surprised to see them  
 all arrive on board and none of them, to any extent, under the in-  
 fluence of intoxicating drinks. For this one day they performed the  
 promises faithfully but I hardly think they will continue in this  
 reformation during the whole time we lay here; if they do it will be re-  
 markable surprising. On board yesterday the Starboard watch were  
 not doing anything of much account and had pretty easy times  
 as one watch usually does, when the others are ashore on liberty. In the  
 afternoon we brushed off our sails so as to have an opportunity to make  
 all the necessary preparations for our approaching liberty. The whole  
 rig out of the boat to shoes was limited up by each one, brushed up and  
 repaired if necessary. Then laid in readiness for to day we are on shore.  
 Accordingly, this (Saturday) morning at a moments warning  
 we were up and dressed and in readiness to go through our days  
 liberty on shore, which has now all been accomplished to the satis-  
 faction of all parties concerned. Lahaina, we found not in the least  
 changed from what it was when we were here before. The climate  
 is too well adapted to the lazy, indolent disposition of the inhabit-  
 ants to start them to any extraordinary degree of enterprise, as long  
 as they can get enough to eat and sleep all the time they appear to  
 be well satisfied without entering into any projects for the general  
 improvement of the place. Things were pretty dull for some time as  
 we were about the same as alone. But since sailors being ashore the  
 ships are being quite ready to give liberty next. Those that keep the  
 houses are well prepared to receive customers as they wish to,  
 some of them having expected that any ship would arrive here so  
 early in the season as they have. But they are all busy cleaning their  
 ships, brushing and painting up &c. so that next week better means of  
 amusement will probably be provided for us. The games for which



they were, Colure is already on hand and for sale to the public, but in this credit be it said, the members of our watch abstained from partaking of it in sufficient quantities to render them at all foolish.

The Indians all recognized us appeared glad to see us, sympathized with our misfortunes &c &c. but this was all for their own interest, and as far as this extended it was all very well. They probably desire what for dinner we may have to spend more than any interest that they feel in our welfare. Today has been a Kanaka holiday, on shore, as is every Saturday here, and the principal recreation is usually horse riding. Which they to day indulged in to a considerable extent. Natives of both sexes as many as could afford a horse, were cantering up and down the principal thoroughfare all day long. But the most of them do not turn out until about the middle of the afternoon, from which time until night they goot strong. There is no distinction here between horsemen ship and horse woman ship. For men and women all ride in the same manner, both riding astride the horse. The women all have a long wide scarf usually of black silk, which wraps around the waist and being crossed, the ends come down one on each side of the horse, somewhat after the manner of a lady's riding dress. But when I looked the natives look about as much like a parcel of troops as any thing to which I can compare them:—away they go at a gallop raising clouds of dust, and with their riding scarfs flapping about with every jump that the horse makes. They look like some great ungovernable band that does not understand the management of his wings. But they care nothing for all this, they ride for fun not for show. This exercise is not confined to the natives alone by any means, as the foreign residents were frequently observed among the crowd, and I suppose it was they who introduced the custom. Fruit we find much more plentiful and far cheaper than when we were here before, this being about the right season of the year for it to abound, and delicious melons and bananas can be obtained for a mere trifle. Altogether we spent quite as pleasant a day on shore as could have been expected and this evening soon after dark the whole watch arrived on board in a very decent condition having recruited the supplies set them by the Starboard watch yesterday. With the getting off water on Thursday, the term of the prisoners service expired, it being custom here for prisoners always to stop on board and perform duty until the water is off, therefore they all went ashore with the Starboard watch yesterday and obtained their discharge:—no wonder they were anxious to go. Those that obtained their discharge were Joseph & John a Portuguese, shipped in Timor, as also the mate, John Contrary, a man shipped in Malacca. John Bored seaman shipped at Timor, William Smith the redoubtable "Tiger" shipped at Lohima and "Friday", "Saturday" and "Joe" three Kanakas, also shipped at this port in the spring.



in all sum. & since they were overburdened with their share of the net proceeds of the voyage during the several times that each were ashore us, but on the contrary there was not one amongst the natives that had the sum sufficient to pay his debt to the ship. If this was a fair specimen of the natives generally, this would certainly be sufficient to deter any one from following the business of whaling, those men did nothing in their pockets when they were ashore & one more piece of land & another after them desirous to secure their share with board. Feeling certain of getting cancelled in debt that they might contract from the advance which they will obtain at their next shipping, and probably by the time they are ready to ship, the advance will all be requisite to pay the boarding master's bill. This is a man with whom we have in some time sailed will no doubt be felt by us when next we go to sea.

The portion of the time which we have here on duty since arriving here has passed away very agreeable and much similar to the manner in which we were formerly accustomed to spend it here, viz. in travelling off and on shore during the day and spending an hour or so occasionally in the evening in a sociable game with the people here with us. The news of these however have not proved very successful so far, but for this they are excusable as having but lately arrived they have most likely been pretty busy. Next week perhaps they will prove more sociable. The weather since we arrived here has been extremely pleasant, light breeze and a clear sky always prevailing, and we now have no apprehensions of experiencing such another time, and it is a agreeable time, as we did in the spring, this being about the wrong season of the year for it. But in the passage between Maui and Molokai we can every day witness the squalls passing through to the Westward and quite frequently the weather out there looks far too disagreeable to be comfortable for any sailors that should chance to be bound through at the time. We have been somewhat disappointed in seeing no more whalers arrive here this week as they were expected, but perhaps they may yet come, before we leave, every day this becomes more probable. As is continually the case, here, small Kanaka vessels are continually arriving and departing to and from the various islands of the group their cargo usually being principally Kanakas, but they also carry goods & provisions run to all the islands. It was now it is the intention to send the Starboard watch ashore in liberty and as they will have an opportunity of attending church it may possibly be a beneficial days liberty to them.



Saturday September 15th. 1835. Another week has now passed over our heads in Lahrina, in which considerable of a very interesting nature has taken place. But to commence at the beginning and trace the transactions even as they have occurred. On Friday last according to the expectation expressed in the last entry, the Starboard watch visited the beach on their second day's liberty. And at night they all managed to get on board, but some of them had forgot-ten their promises respecting good behaviour, or at least they had disregarded them and came on board not in quite so respectable a condition as they did from their first day's liberty. However they were not very badly off. Our Dutch sailors' intention to do on Sunday, employed their time in reading looking about at the fore-castle &c. for looking, the awning stretched over the fore-castle, affords an excellent view, and frequently through the week, the greater part of those on board may be found "lying off" in its shade. On Sunday morning in half past a quarter of ten on board of the Christopher Michell, there being on board of her visitors a boat board from our ship, 3 boats came from the Commodore, and together we had a very pleasant time. On Monday morning all was as usual again. This was our liberty day, and getting ready accordingly, the Larboard watch went ashore and spent their second day. And as the watches were as here from the other ships we had a rather more agreeable time than in the first day. At night upon getting ready to come on board, Charles Foley a Portuguese servant of our watch was missing; we waited for him a short time and a slight search was instituted for him, but finding nothing of him we came on board without him, and since that time he has still been missing. The remainder of the watch all came on board in pretty decent circumstances. Tuesday was the third time the Starboard watch received a day's liberty, and their behaviour on this day fully made up for the two days in which they had acted very indecent. In this day an affair occurred which disturbed the rather peaceful harmony of the proceedings. The hero of the day was William Cunningham a seaman of the Starboard watch, and the circumstances of the affair were as follows. It has been the usual practice to send a boat from the back in shore just before noon to bring off any of the "liberty" men who may desire to take dinner on board. Among those who came on board Tuesday was Cunningham who tried and rather more beer down than he could conveniently conceal and when we took him ashore again after dinner the effects of the beer were still visible on him. In this state he was landed on the beach and having a few things to carry on board we remained there a short time to get them into the boat. The skipper was there when we landed, and



while we were busy loading the boat Cunningham steps up to him  
 and requested (as we afterwards ascertained), to be shipped over again  
 with a better crew than he then got before leaving Lahaina: this the  
 captain was decidedly refused to do whereupon Cunningham told  
 him that he should not sail from Lahaina in the Arab without  
 a better crew and turned to go away. "We'll see about that," says  
 "well I will see about it" since it has come to that" says the  
 sailor and retraced the steps that he had just taken, and then  
 followed a most delightful conversation between skipper and man,  
 the plain truth being spoken by the sailor without regard to his  
 relative position, and many things he told the skipper that  
 the latter evidently did not like to hear, the truth cut deep.  
 The skipper told Cunningham that he had been unable to discharge  
 his duty on board the bark which Cunningham denied and  
 reminded the skipper of his own incapacity to perform a captain's  
 duty: the latter looked as though he would very much like to mini-  
 stiate the sailor and the sailor looked as though he should be  
 exceedingly pleased to have the skipper make the attempt, but  
 from this he forbore, probably fearing the consequences of such  
 an undertaking. The conversation continued for several minutes  
 the sailor rather getting the best of it. The captain authorita-  
 rily told him to leave, several times, but of this he took no notice  
 and did not leave until he was ready and had given the skipper  
 his opinion of him. When he did leave it was with the assurance  
 to the captain that he would be as good as his word. The captain  
 undertook to tell him something about R (the police), but  
 they were all damned and were sent Cunningham up town, leav-  
 ing the captain looking all sorts of being talked to so plainly by  
 a sailor man. To all this conversation, one of the Starboard  
 watch that came ashore in the boat, were listening and en-  
 joying the scene first rate, nothing could have suited us better,  
 and I for one would not have missed it for a watch below in  
 rainy weather. On Tuesday night, somewhat contrary to the gen-  
 eral expectation, all the Starboard watch came on board, and nearly  
 all of them were pretty well set up. It had been supposed  
 that Cunningham would have stopped ashore, but he came  
 off with the rest of them lighter than ever, and everything  
 passed along as usual, the boys laid down to sleep and those with  
 overburdened stomachs were soon snoring. As usual, anchor watch  
 is were stood by the boatstewards that night; and nothing unusual  
 was observed by any of them until about four o'clock on Wednesday  
 morning, when it was suddenly discovered that the Bow boat



was gone from alongside, where she had been left towing Tuesday evening, and the mate coming on deck. Further search was instituted when it was discovered that Cunningham was also missing, and thinking that wherever he was, he had Company, all hands on board were hunted up, and two more sailors, Peter Johnson and William Byington were missing to be found. Upon further examination it was ascertained that a spy glass had also been taken, and the natural inference drawn from these combined circumstances was, that boat men, and spy glass had all gone off together at the instigation of Cunningham. This created some surprise, and some uneasiness in the fore-castle were conversant of such an intention on Tuesday night in the skit boat on Tuesday night and was awakened at the time the discovery was made by the stir on deck; it struck me in a moment what was the matter, as on the preceding day I had been invited by Cunningham, on shore, to make me of a party to take a boat that night and have out this offer I respectfully declined. Cunningham was pretty salubrious at the time and it did not seem for the row which he had had with the skipper I hardly think such a project would ever have entered his head.

As soon as daylight appeared, observations were made from the masthead with the hope of discovering something of the missing boat. Several boats and canoes were seen in the direction of Lanai but none could be certainly made out as our own strength was much crippled for the time, all feeling pretty certain that the boat would be taken before long, and the deserters brought back. This circumstance made no difference to the intended proceedings, and the Starboard watch went ashore on their third and last day's liberty the same as if nothing had happened. Visitors were ashore that day from all the whalers in the harbor and we had an excellent time, enjoyed ourselves first rate, and at sunset all the watch came off, some of them feeling very sober, but as this was our last liberty some allowances should be made. On Thursday all our provisions was taken on shore and stored at Gorman & Co's, for shipment home by them, on the first homeward bound whaler. The lot weighed 1486 lbs., quite a load for one whaler to carry around in his mouth. While we were busied with the concern shore, Thursday what should we see but our old Bow Boat coming in from the direction of Lanai, under full sail, loaded down with Kaka, and upon her landing, the three deserters of Tuesday night were ascertained to be in her also, as prisoners, they having been taken over on the island of Lanai by the Kaka. The boat was immediately tied and marched off to the fort, a prisoner, without any of us having an opportunity to speak to or hardly see them, and since that time they have remained in confinement in prison. Soon after her arrival at Lahaina we took the Bow Boat and brought her to the dock the spy glass was found in her and once again our suspicion was all cleared. Saturday and today (Friday and Saturday)



if hands have been on duty but this has not been very laborious or irksome as there has been nothing very urgent going on. And much of the time has been spent ashore by Sam, as there has been a boat in there almost continually the mate is usual for him in port, having a great deal of business to transact on shore. As there has been plenty of liberty men on shore, while any of us were there we were never at a loss for enjoyment, and those that desired to, could at any time raise a glass of beer. The evenings of this week have usually been spent in gambling, sometimes on shore but in either case there was fun enough.

The weather has lately been quite as pleasant as usual; pretty warm sometimes, in the middle of the day but as we have not been to work in the sun much this was not minded. Every thing is now nearly ready for sea again, the liberty being over and the water all off and stowed down ship perfectly. And what little remains to be done now can be performed at short notice, therefore by the termination of another week we shall in all probability be some considerable distance from Lahaina. According to all appearance we shall have to leave port this time without Toby, the deserter of Monday last. Some of the sailors pretend to know where he is but this of course is kept a secret by them; I think there are none in our forecastle mean enough to betray any one in such circumstances. The last that is generally known of Toby, is that he had started for the boat with the rest on Monday evening but just before arriving at the beach he stopped aside, and has not yet returned. It is the general opinion that he is at no great distance from the town and is probably stowed away by some friend or casual acquaintance, and as he has so long escaped detection there is little probability of his now being caught.

The skipper will probably ship quite a number of men before leaving this port, indeed he will have to ship some for we now have not enough to man three boats and we shall need this number at least after some kind of storm. Your boats crew have heretofore been insufficient for us to do anything with and with only two boats to lower. I don't know what would become of us. No more whalers have yet arrived, and we are now beginning to despair of seeing any others than those now here before us. Those that are now here are nearly ready for sea and will probably all leave before we do, as we usually have been the last to sail from port. When they leave I hope our departure will be not far distant as without them Lahaina would be indeed a dull place. However, in another week most likely we shall have all left and perhaps give place to others more worthy to occupy our situation. At any rate whoever may come they cannot enjoy themselves better than we now do.



Thursday, September 20th, 1855. This day has transported us from the calm, still waters of Lahaina Harbor to the turbulent waves of the Pacific passage and with fresh vigor on our quarter we are this evening rapidly increasing the distance between the Arab and Lahaina so much for the present state of things: and now to follow up the course of events in part from Saturday last. On Sunday nothing unusual occurred; some were gambling, some were reading, some were sleeping, and all passed the day as best suited their own several inclinations. Monday, Tuesday and Wednesday we were occasionally busy at some little necessary job on board the ship, such as getting rigging and otherwise preparing for sea. A small raft of water was got off and stowed, what few recruits we wanted were taken on board, and all the preparations usual on such occasions were made. Nothing was carried on in a very driving manner and we were ready to sail a day or two since but were detained in consequence of the captain being slightly ill. A portion of the time was spent on shore as might have been expected and this time was always spent very agreeably with the liberty men, landlords, and in various amusing occupations. Gambling was carried on to some extent although not so much as previously. On Monday we were visited by Cunningham who came on board to get his things and bid us all good bye as he had then got clear of the Arab, and shipped in the Erie. The captain, from some motive or other had concluded to let him go; whether he discharged him or not I am unable to say, but certain it is that he relinquished all claims to Cunningham, and would have nothing more to do with him. His calaboose fine the skipper would not pay but let him then to ship out if he could the first suited Cunningham. He was taken out of shore by a shipping master in Lahaina and immediately shipped to the Erie the advantage which he obtained, paying all his fine and fees, besides allowing him some spending money, and thus after all he rather got to the windward of the "old man". This was Cunningham's second attempt to leave the bark and for one am glad that he has succeeded; no one had ought to be compelled to stop against their will and I cannot believe otherwise than that such men are a great disadvantage to any ship, especially a whaler where minute of action is almost indispensable to success. Cunningham was a fine fellow on board the ship, liked by all in the fore-castle, and success is wished him wherever he may go. It was the next day after Cunningham came on board (Tuesday) I think, that his two accomplices were brought on board from the calaboose, but treated somewhat differently. When taken the skipper could show his disposition and accordingly, as soon as they arrived on board both were handcuffed and placed with the wheel rope to live through the day, being removed down in the storeroom at night, and all intercourse between them and the rest of the crew was



expressly forbidden. They remained in irons until the skipper came on board to day, ready for sea, and were then released and sent to duty as usual. From them we learned the particulars of their desertion, which were as follows. Cunningham, as we were well satisfied, was the ringleader and throughout. They had all three made up their minds to take the boat while ashore on liberty, and with them was associated another sailor of the Starboard watch, but when they were ready to depart he was sleeping so soundly on the fore-castle from the effects of beer, that they found it impossible to wake him and accordingly left without him. Many of their manoeuvres were observed by several on board that evening but the three either kept awake or turned out in the night and made all their preparations.

The boat was hauled alongside and the various articles which they wanted put into her, such as meat, water, clothes, &c. They finally left the bark in a hurry in consequence of a slight accident which held them alongside. One of their number had filled a boat keg with water and was standing on the plank deck in the gangway with it attempting to pass it down in the boat, but his head being a little light at the time, he did not exactly where his centre of gravity lay, lost his equilibrium and boat keg and all he was precipitated head foremost into the water with a splash from whence he was hauled into the boat and off they started without waiting for the loss of water, fearing the night to be over and have their progress arrested. The watch on deck must have been very sound asleep at this time not to have heard such a lot of drunken men tearing about the deck in the manner they described themselves to have been, but nothing occurred to interrupt them and they drifted off clear of the bark. Then took to the oars and pulled until daylight when they must have been in sight of us as they said that they could then easily see the ports of the bark. Setting sail they then proceeded over in the direction of Lanai where they landed short of water, and endeavored to find some. It was on this occasion that they were taken by the launchers and put under guard until the launchers got ready to start with them, then they were brought over to Lahaina in the manner in which we saw them come in just a week ago to day. In the fort, according to their story they had been having an excellent time and living like gentlemen. As they had there got acquainted with a half Kanaka prisoner who was a married man, had everything in the calaboose that he wanted lived sumptuously and made our shipmates partakers of his fare and lodgings; according to their accounts the affair passed off very pleasantly with the ex-



a portion of that part of the time in which they lay in from on hand  
 the crew. On Tuesday there was quite a clearing of vessels. The Christopher  
 Mitchell and Erie both sailed to cruise on New Zealand from where they  
 were bound home, both having good voyages in. The Erie took with her  
 besides Cunningham, Jack Burret and John Conbran both of whom were  
 discharged from us as before stated. The Christopher Mitchell was  
 ship such as we seldom fall in with this side of land: her crew were all  
 white men and as fine a set of fellows as we could desire to associate  
 with around here. With them we had many good times on shore and  
 many excellent games on board. We were as much at home in her cabin  
 as in our own, and our possessions were about the same as our  
 own property. on our side the effects were not very valuable but what  
 ever they had, being homeward bound, they were willing to divide with  
 us. The Christopher Mitchell took with her Smith, Giles, Tupper whom  
 we discharged. Same day the Columbus of New London sailed to cruise  
 on board of this ship since laying in here. There has been considerable  
 trouble between Captain officers and crew, and several of the latter de-  
 serted at Laramie. Her crew in consequence of not being long out from  
 home, were as a general thing, rather "green" and when the crew were  
 her, the Chris. Mitchell and the Arab got together, the boys from the Colum-  
 bus were usually very pretty hard about the various particulars of their  
 ship and crew but as they were a pretty good set of fellows, they never took  
 any offence at what was said. To compensate for the loss of all the  
 Company on Tuesday, we were favored with the arrival of ship  
 Reindeer of New Bedford, a clipper on her first voyage. She arrived  
 on Tuesday from the Beholok Sea with 3300 bbls. of oil, all of which  
 was obtained in two seasons. North. She was almost full and left  
 the sea very early. Her deck was jammed up fore and aft, with bone  
 water, provisions, &c. which they could not store below the deck.  
 She brought down as passengers, Capt. Williams of the ship Jefferson  
 of New London, together with his wife and two children, also some  
 of the crew of ships Jefferson and Kingfisher both of which were  
 lost in the Beholok sea this season. These shipwrecked mariners  
 we saw coming from the Consul's office at Laramie with a large  
 stock of wearing apparel that they had been furnished with by  
 the Consul. The Reindeer when she came in, anchored very close  
 alongside of us, so close that we could easily carry on a conversation  
 with those on board of her, and apprehensions of a collision in get-  
 ting our cables foul, we hoisted up our anchor and towed the bark  
 short distance away from her then dropped anchor again. These  
 proceedings were not exactly "ship shape" but I suppose that our  
 officers and crew were in some understanding between the ships.



shore: had any damage been experienced from a collision, we should not have been at all liable Yesterday (Wednesday), His Hawaiian Majesty King Kamehameha the IV. Arrived at Lihouea in a schooner from Honolulu. The schooner was observed to be the "royal yacht" when some distance offshore, and accordingly the Kanakas in Lahaina were very busy making preparations to receive the royal visitor as became a King to be received by his loyal subjects. A boat crew of us were on shore while the schooner lay in the offing, approaching slowly with a very light breeze and we therefore had a good opportunity to observe the movements of the Kanakas: both great and small every native in the place was apparently on the beach or else hurrying to get there to "see the King" when he should land. The schooner finally dropped anchor a short distance from the beach and then "expectation was on tip-toe" to see his majesty come ashore. A salute of 21 guns was fired from the fort, and the half American, half English colors of the Hawaiian Kingdom were hoisted from every flag staff, but all to no purpose his majesty did not choose to gratify the inhabitants of Lahaina with a sight of his royal person, and when this was ascertained, the Kanakas, bound to show their loyalty in some manner brought down huge calabashes of poi, and large quantities of fish and roast pig which they took on board and presented to the king but he could not be enticed to come on shore of which we were very much disappointed, after having made up our minds to see a King. His Majesty was en route for Hilo, Hawaii and had promised them to stop on his return from thence. Some of the foreigners on shore that had but little respect for Black royalty affirmed that the king was off on a "bout", and that the reason why he did not come ashore was because he was "too tight" but whether this was so or not, we had no certain means of ascertaining. A band of music was part of the royal retinue and in the evening they discoursed music which over the water had quite an entrancing sound. There were evidently but few instruments in the band but there were played with skill. Having no national tunes of their own, they were obliged to perform those of other nations and consequently "God save the King", "Hail Columbia", "Aloha Oe Iodle" and others of this stamp were brought into requisition. This I believe is about the first tour of his kingdom that Kamehameha IV. has made, he having but recently ascended the throne in consequence of the death of his father by adoption, Kamehameha III. Another arrival at Lahaina



yesterday was that of the ship *Clematis* of New London, but with her crew we had no opportunity to get acquainted, as she arrived late in the evening. We had intended to have sailed from Lahaina on Tuesday with the *Chris. Mitchell*, *Columbus* and *Erie*, but the captain being taken ill suddenly, we were obliged to postpone our departure until the present day, Thursday. Accordingly this morning every thing was ready for sailing with the exception of one or two of our crew that were shipped at Lahaina previous to this. *Bro. Cowles*, *Charles Atkins* and *Abel Moody*, seamen recently shipped, the latter from the U. S. Hospital, had with their things arrived on board, and to day "Mark" a Peruvian belonging in *Tunbez*, shipped as seaman, arrived on board as the last of our men crew forward. In the afternoon the captain came, accompanied by the high sheriff of Lahaina and his nephew a half-breed, who had shipped as cabin boy, then came off in a shore boat and then as everything was ready throughout we hoisted up the anchor, steered some distance and at four o'clock P.M. were under way. Soon after this departure the sheriff bid adieu to David, his nephew (now our cabin boy, then left for shore and we were again clear of Lahaina. . . . .

Thus having again left port for sea we felt at home once more. The breezes before we took the trades were light but favorable so that we made a straight course in the direction which we desired to go viz. off the shore of the island and I had no fear of going into Lahaina. While we were in the light winds, and from some peculiarity of her sail she was pronounced to be the *Bark. Nelson* of *John Bedford* with which we gammed out this last season, but this was only a surmise. Before dark we reached the trades which were blowing very strong and upon their striking us we were immediately obliged to come down to double reefed topsails and have continued under that sail until the present hour, which as stated at the commencement of this entry finds us rapidly travelling through the *Pailolo* passage to the Westward, and probably we have now seen *Mani* for the last time this voyage, perhaps forever unless some of us should be so good handed as to try a second *ahaina* voyage and if then there are some of us on board of us in the *forecastle*, at least this will. *Ahaina* is a place which we all have very great desire to see again anyhow. we have to be sure spent many pleasant hours there. But what made the time pass away so pleasantly the place never offered us any natural facilities for amusing our-



selves, all the fun that we had, we had to make amongst ourselves, and therefore small thanks are due to the place or any of its inhabitants for affording us enjoyment; what there is of satisfaction at Lathum, that foreigners should desire to make it a permanent residence as some of them do, I cannot imagine. For my part it would be a great punishment for me to be compelled to live there six months especially when there were no ships in.

We this time have left two of our original crew viz. William Cunningham and Charles Tobey, one by one they keep dropping off, every boat we visit, and have now left us by desertion altogether. Three of these not having got clear until their second attempt. Tobey was one of this latter number. If they keep going as fast as they have done lately, the number of those that commenced the voyage with us will be greatly diminished by the time the ice has again in fact once or twice more. Those that have left this last time, Cruisers and all, we miss very much, and it will probably be sometime before we shall get accustomed to sailing without them. It seems very lonely indeed now. Those that were shipped in place of those discharged will however soon become familiar to us as our old crew were, no doubt.

Our number however stands now than we did previous to arriving at Lathum as nine of our crew left there and only five have been shipped in their stead: this gives a reduction of our number in the fore-castle by two, and fortunately we still have a crew of white men. In this respect we have all the voyage been more fortunate than the generality of whalers: as when men desert, the skippers, either from necessity or choice, usually ship a lot of wild Kanakas or some like specimens of other nations and therefore a white man in the fore-castle is frequently a stranger in his own house, and very lonely. It is for this very reason that many desert from Whale Ships, who, if they were associated with their own countrymen and civilized people, instead of living amongst a set of barbarian cannibals would never think of leaving. There are but very few whalers so long out from home as we are with a crew of white men in the fore-castle: the Christopher Mitchell was one of these few, and hence it was that we used to enjoy ourselves so well with our crew we were all "kindred spirits". The route which we take on this cruise, will, if pursued as now intended, bring us up at Tinnier in the course of a couple of months or so. To perform this passage we have a long and tedious circumlocution to make, in the distance that we ran for some days previous to our



tering Lahaina, has to be retraced until we get out of the trade  
 winds which will probably be about in the latitude of  $28^{\circ}$  or  $29^{\circ}$  N.  
 In this latitude we strike off to the Eastward for the Hawaiian  
 Islands to depend upon uncertain breezes to propel us in that direct-  
 ion. Arriving on the coast, the route for summer will be the same  
 as that taken from there last season. All this it will take the old  
 bark at the least calculation two months to perform perhaps  
 more. As for taking oil on this passage I do not believe that we  
 shall although we have seen some very good sperm whaling  
 grounds for the greater part of the bay, but having been deceived  
 in this respect so many times, I have now set all sail and put  
 no dependence whatever on the whaling ship. We do not  
 stop at Honolulu this time and consequently pass through between Ma-  
 kai and Oahu: this passage we shall probably go through, or at least  
 enter to night, and by to morrow morning will most likely have  
 an open sea before us once more.



# The passage from Lahaina

to

## Magdalena Bay.

Saturday, September 22d. 1855. Ten days out from Lahaina and so far all has gone along quite as well as could be expected. The trader have continued strong with us since we first took them in the Pailolo passage on Thursday. Thursday night we continued on to the Westward, until the Western extremity of Molokai was passed. Then hauled up between Molokai and Oahu, steering to the Northward, still under double reefed topsails, and the trader whirling dismally through the pass. This is the same route that we took when leaving Lahaina for Kodiak in the spring. Yesterday morning, on either side of us the land was visible, the island of Oahu being to the Westward, and Molokai to the Eastward. The latter lay the nearest to us and was perhaps about twelve miles distant. This land was in sight nearly all day yesterday but at night we had got all clear of it. No more sail was made yesterday and to day the trader increased so that it became necessary for us to come down to sportsail and consequently we are now



under a double reefed main topsail rose reefed fore, foresail, fore top  
mast staysail and main spruce, heading to the N.N.E. the trades  
having blown from nearly East for the first two days which is very  
favorable for us but would have been far more so, if it had not been  
blowing quite so strong. In these strong breezes we make but little  
progress on the wind for when the old bark is under double reefed top  
sails, steering "full and by" she might just about as well be lying  
to on anchor in such cases the "wake" is usually broad off the weather  
quarter. Nothing of particular interest has occurred on board since we  
left Laysan. Not much new old men very much but have now become some  
what accustomed to the change sailors in the same forecabin are not long  
in getting acquainted with each other, and therefore these lately shipped  
are now the same as the rest of the family. There are no strangers amongst  
us. No ships or vessels of any description have been seen since leaving the  
land and whales have been just as scarce. These dull times will prob-  
ably continue and we shall be thumping away and bobbing up and  
down in the trades for about another week, in which time we ought to  
be far enough to the Northward to be out of the trade winds. This going  
so far around to get a little way across is very vexing, but it is the  
most convenient and expeditious way that offers and the route which  
vessels usually take from the Sandwich Islands to the Californian coast  
within the first month.

Star observations taken yesterday afternoon placed us in the latitude  
of  $21^{\circ} 38' N$ . and long.  $157^{\circ} 54' W$ . To day by a meridian altitude of the sun  
the latitude was ascertained to be  $22^{\circ} 28' N$ . but no Longitude has been  
obtained.

Saturday September 29th. 1855. Up to  
the present date the trade winds have continued with us all the time  
since the last entry, and still we are thumping along on the wind  
standing to the Northward. Last Sunday the wind that had pre-  
viously been blowing fair & gentle, moderated down to a good fresh breeze  
and all drawing sail was set once more. We were then heading up N.N.E.  
the trades blowing from E. but nearly all the rest of the week they  
have blown from about E.N.E. which allowed us to head up to N and  
generally they have not been so strong as to prevent us from carrying  
all sail, but occasionally it has been necessary to handle the lighter por-  
tion of our canvas. Altogether, we have been getting along about as well  
as could have been expected. Having been on the wind all the week  
and the sea being pretty rough it is usually the case in the trades  
but these winds are now beginning to fall, the clouds begin to assume



a different aspect from that which they have heretofore had, and appearances generally, tend to impress us with the idea that ere many more days shall have passed we may have a change of wind. The weather through the trades has been comparatively pleasant and free from squalls, but a cloudy sky has been no rarity: this however amounted to nothing more than that it sometimes interfered with the sun's shining upon us. Times on board have

continued as dull as ever, all the week, nothing of interest whatever has been transacting, but we are now beginning to feel a little less lonesome than we did for the first day or two after leaving port.

No vessels of any description have appeared to cheer us on our lonely way by their presence, and no whales have condescended to come up and sport within the range of our vision, this week, but the smaller specimens of piscatory existence such as dolphins, skipjacks, yellow fish, pilot fish &c. have followed us up quite numerous, and some of these have followed to their own destruction. Great skipjacks and dolphins take very well at sea. The sailors are always on the alert to catch them, when any come around.

Solar observations have been quite plentifully obtained lately and from these, the following Latitudes and Longitudes were ascertained to have been our situations through the week, viz.

Sept. 23d. Lat.  $29^{\circ}33'N$  Long.  $161^{\circ}37'W$ . 24th Lat.  $25^{\circ}15'N$  Long.  $157^{\circ}22'W$ .

25th Lat.  $26^{\circ}36'N$  Long.  $155^{\circ}31'W$ . 27th Lat.  $28^{\circ}38'N$  Long.  $158^{\circ}15'W$ .

28th Lat.  $30^{\circ}25'N$  Long.  $158^{\circ}50'W$ . 29th Lat.  $31^{\circ}13'N$  Long. not obtained.

No observations were taken on the 26th. ult.

Saturday, October 6th. 1855. The

weather of the week ending with this date have proved rather more favorable for our advancement in the desirable direction than those previously. For on the night of Saturday the 24th. ult. the trades forsook us and in their stead we took a light breeze from S.W. which enabled us to shape our course in an easterly direction. On Sunday this breeze had increased to one which just suited us and in which the Arab could just carry all sail set. We were steering E by N all that day. A shoal of grampuses were seen on Sunday, which I believe were the first spotted fish that we saw after leaving port. From Sunday until the present time fresh breezes have prevailed the whole time which have blown from S.W. within one or two points of it; and with these winds we have been steering to the Eastward generally being under all sail, but once in a while the Arab would get a little too fresh for the light sails, which on such occasions



had to be furled. Since leaving the trade winds there has been rather more life on board the bark. The sailors during the watch on deck have been employed in patching up the old sails and in the day watches we enjoy ourselves very agreeably by stepping off a lively measure to the tune of "roads to Boston" as performed on the violin by Moody, one of those lately shipped at Tahiti. This is about the only time he can call off "decently" but he is the first that has belonged to the bark this voyage who has made any pretensions to being a fiddler and consequently the "deafening music" of the skipper's cracked violin is usually heard in the evening between the hours of five and seven P.M. Moody is remarkable, not for his fiddling alone. He is most decidedly a character, and deserves more than a passing notice, but as I could hardly do him justice here, I will merely say that he is never at a loss for a yarn to spin no matter what the subject may be and these yarns he would all sooner believe than look for the proof of their truthfulness. Still not doubting Moody's veracity however, but the yarns are always quite interesting, and he always finds plenty of listeners so that at least he has the credit of keeping the watch on deck awake once in a while.

The swim family, after having been allowed to live on undisturbed for some time, have been again commenced upon this week, and two or three of their number have suffered death at the butcher's hands: the bark will be rid of a great nuisance when they are exterminated from her decks altogether.

The water through which we have lately been passing, have not greatly abounded with animal life as far as our observation has extended. For some we have seen several "timers" within the week but with the exception of the grampuses seen on Sunday, none of a larger species have appeared to us. A very few birds of the booby tribe have also been hovering round about looking & tremulously hovering and what they find to live upon in such "dry" latitudes we could not imagine. On Wednesday, Thursday, and yesterday, a bark was in sight to the windward of us, steering along in the same direction as ourselves. From some circumstance or other, she was called by those aft, the bark "Mercator", the same that lay in Tahiti with us. To day she is out of our sight, probably far to the windward.

On Thursday a merchant bark under a heavy crowd of canvas passed us, steering off to the N.E. bound probably for San Francisco. She remained in sight of us but a very short time. There was one day of this week that was a noticeable one in our calendar: this was Wednesday Oct. 3d. the second anniversary of the day of our departure from Fair Haven. Nothing transpired on that day in commemoration of the event which had happened two years before. But still reflection was busy



another year had been added to our voyage and yet was unproductive of good fortune had it been to us. Nearly as bad as the first year, yet quite as bad if not worse in many respects. At the termination of the first year we were willing to see that we had had hard luck, but nothing more. All in the fore-castle at least felt satisfied with the efforts that had been made and thought that our ill success was all a misfortune, that nothing could have been materially bettered. Would that we could still think so! There could be some consolation in such a thought; but, no! we have now been out here too long and seen too much of the business to be longer blinded by any such device. The cause of our misfortunes is too evident. That any whale ship should cruise two years see the same chance for taking oil that we have, and after all get altogether less than 300 bls. looks very suspicious; there must be something not altogether as it should be, about it, and this something we at length understand. To look for future success under such circumstances would hardly be justifiable; we may accidentally pick up a few barrels of oil as we have done heretofore, but as to our being effectually successful that is out of the question and I think there is very few on board who are so foolish as to expect it. It is now past to an impossibility to make a second voyage of this kind. We have got beyond the boundaries of salvation, and the best thing that could be done would be to terminate the voyage in some manner as soon as possible. The sooner this happens the better it will be for all concerned in my humble opinion. I doubt not but that it would well suit all the foremast hands to make a straight wake for Fairhaven. I can see nothing to entice them to stop out here in this vessel any longer, and I should think they would naturally desire to reach home before they grow gray in such a whale ship as this. Old age would visit many before we could fill the Arab with oil at the rate we have been putting it into her for the last two years. However, when we do get home, if such an event should ever happen I hope each and every one concerned will remember all these things to his advantage and then after beware of whale ships.

Our latitude and longitude for the last part were as follows.

Sept. 24th Lat. 51° 55' N. Long. 158° 25' W. Oct. 1st Lat. 51° 54' N. not obtained.

Lat. 51° 22' N. Long. 158° 44' W. Oct. 2nd Lat. 51° 30' N. Lat. not obtained.

Oct. 3rd Lat. 50° 35' N. Long. not obtained. Oct. 4th Lat. 50° 45' N. Long. 148° 35' W.

Oct. 5th Lat. 50° 38' N. Long. not obtained.



Saturday, October 13th 1855. Our advancement this week has been but little still we have got along quite as fast as could be expected under the circumstances. The wind for the past week has been very changeable light breeze from various directions fair winds dead winds and occasionally no wind at all but alternated with each other in rapid succession, so that we have had nothing but a continuation of changes all the week. The weather accompanying these changes as might be expected was none of the best squalls were very frequent and much rain fell, which was all very bad for sleeping on deck nights, a fraction that is indulged in to a considerable extent amongst us. The wind has blown from no particular direction for any length of time but has varied all around the compass. The course steered, whenever the breeze would permit it was E.N.E. and for the greater part of the time the bark was under all sail. But the violence of the squalls sometimes rendered it necessary to take in light sails. The same occupation that employed the sailors last week has kept them busy this in the good weather. This occupation was the mending of various old sails for use in light weather. if we are obliged to work this is about as fine a job as could be derived. Evenings the giddle is still kept in operation and the fiddle, fiddle music, and dancing which accompanies it are all very much alike, but it is all amusement for us, and is therefore kept up. The barabartons that have come under our observation this week are neither very numerous nor interesting but such as they were they sufficed to keep us from falling into a state of ennui. Last Saturday it was generally understood that a whale spout was seen by some of the crew but I was not fortunate enough to get a sight at it. Of several that have been seen during the voyage not one did I ever get a sight at. On Wednesday we saw a bark to the windward of us, that was supposed to be the same one seen last week three days in succession, and that was then presumed to be the Mercator of Mr. Bedford. On the same day that the bark was seen (Wednesday) we towed a boat for a large sunfish and succeeded in striking and bringing him on board; here was a dish for the epicure.

Our different situations this week have been the following.  
 Oct. 7th Lat.  $33^{\circ}$  N. Long.  $146^{\circ}30'$  W.; 8th Lat.  $33^{\circ}30'$  N. Long. not obtained.  
 9th Lat.  $33^{\circ}25'$  N. Long. not obtained; 10th Lat.  $33^{\circ}12'$  N. Long. not obtained.  
 12th Lat.  $32^{\circ}$  N. Long.  $140^{\circ}41'$  W.; 13th Lat.  $31^{\circ}40'$  N. Long.  $139^{\circ}11'$  W.  
 14th. no observations were taken.



Saturday October 20th 1855. The week ending with this date has been another one somewhat unfavorable to our progress, owing to my light breeze most of the time, and there too fresh squalls that generally would not allow us to lay our course. These winds have varied from E. to N.E. generally inclining towards the former of these points, and as E. was the direction in which we desired to proceed we have consequently been ship on the wind most of the time standing on different tacks and very slowly working to the windward. There however from the fortuitous we owing to our proximity to the trade as we have not been far to the Northward of the latitudes into which the N.E. trades usually extend. There has been nothing of an unusually interesting nature transpiring on board this week. We manage to while away the time after fashion. The sailors have been employed through the day in mending old sails, manglestaining, spinning stuff, sun-games & various other like occupations, which the pleasant weather has continued all the week has rendered not very irksome. In the dog watches the scene continues the same as heretofore; the fiddler draws his bow quite infrequently and with quite as little skill, and we still continue to step off "fore and afters" to his music, without any perceptible improvement in dancing. Porpoises, sea fish and ship-locks, the latter species following us, and the two former appearing and disappearing, have been quite numerous, and on Wednesday we actually discovered a whale, which after a short examination was pronounced a humpback, but as it had been a long time since we had seen a whale, and being somewhat out of practice, it was considered that we might as well give him there as not, and accordingly we hoisted aback and lowered our jib, pulling off to the leeward but after lowering the boat we saw nothing of the whale from then, and therefore returned on board again. When it was ascertained that the whale had been seen from the ship some distance to the windward, and going farther than was thought when we lowered. This whale was the first and only whale that we have seen since leaving the Sandwich Islands, but upon our arrival on the coast we shall probably find more whalers of some kind, sperm whalers say those of, but no dependence can be placed in this.

From the observations taken this week the following latitudes and longitudes were deduced.

Oct. 14th Lat. 27° 30' N. Long. not obtained 15th Lat. 31° 35' N. Long. 135° 35' W.

16th Lat. 32° 00' N. Long. not obtained 17th Lat. 32° 20' N. Long. 134° 40' W.

19th Lat. 30° 12' N. Long. 135° 35' W. 20th Lat. 30° 20' N. Long. not obtained.

18th. no observations were taken.



Saturday October 27th 1855. The week has been the most unfavorable of all as far as regards the state of the winds upon which we have depended to advance us, but notwithstanding this, it has been a week that has witnessed the most interesting events of any that have occurred since our leaving port. The chief difficulty in relation to the breeze has been not owing to head winds, but owing to the total absence of wind for the greater part of the time. A light breeze has occasionally sprang up through the week and such breezes have always been favorable, generally blowing from a westerly direction: with them we were steering E by N under all drawing sail. But as they never lasted but a short time and have been somewhat rare, not much advancement has been made. The greater part of the week having been calm, and the whole of it pleasant weather, the times have consequently been extremely favorable for patching up old sails accordingly palms and needles have been kept in steady operation nearly the whole week. This job of mending sails seems likely never to terminate. We have now been at it pretty steadily for the last three weeks and some of the sails we have repaired in this time were about worthless when we commenced upon them. On Monday last, early in the morning we raised a ship off to the southward after standing to the northward. The breeze was extremely light, almost a calm and she consequently went through the water very slowly, but by the middle of the afternoon we had approached each other near enough for us to ascertain that the stranger was a large clipper ship, which from the direction she was steering we considered was bound to San Francisco. Thinking this to be a good opportunity to send letters home, we were informed that we could write if we choose, and a boat would take letters on board the clipper, accordingly several letters were written, and at four o'clock P.M., the two vessels then being nearly six miles apart, the skipper and two mate with a boat crew, took the letters and started. A few potatoes pumpkins &c were also taken in the boat, probably as a peace offering to conciliate the skipper of the merchantman, if he should be angry that his meditation were interrupted by the captain of a "blubber skinned" vessel. As the sea was very smooth we soon saw our boat reach the clipper, and then those of us that remained on board betook ourselves to the usual evening occupation, viz dancing to the music of Moody's violin. This exercise continued until dark, and we then ceased to take a look at the clipper which was gradually moving along through the water and overtaking us. A few moments after she was dimly off our weather beam, and not more than quarter of a mile distant, and all hands on board of us were in the boat and on the rail to obtain a view of her. She was a noble looking vessel of apparently about 1000 tons burden and every masted armament that could draw from skysails to coveys was set and each particular thread doing its duty so that when the "Arab" had hardly a perceptible motion, the clipper was



travelling through the water at the rate of two or three knots. The principal cause of her attracting so much attention from us was her peculiar rig which was somewhat different from what we were accustomed to see and indeed different from any vessel that we had ever seen. This difference consisted in the arrangement of her topsail yards of which there were six in all, two on each topsail. This gave her a somewhat novel appearance, but what advantage is gained from it I cannot understand; the two topsails on one mast are no larger than the ordinary topsail of a ship of the same size but when an ordinary topsail would require double reefing, these upper topsails are shifted to the upper yards which are then settled down on the lower ones. Thus were we informed by those that visited the vessel, but in this I can observe no improvement on the usual plan of reefing an ordinary topsail. The clipper soon passed us and at ten o'clock in the evening was some two or three miles ahead of this time a little increase of the wind occurred, and our boat soon after arrived at the bark, bringing the report of the clipper which was the Fleetwing of Boston. Monday from New York bound to San Francisco as we had expected; her fair passage was owing to the frequent calm and light weather which she had experienced. The occasion of our late return from the Fleetwing was owing to a far different cause than what we had imagined; we supposed it was only a matter of an increase of wind that the boat left or she did, for when the wind increased the Fleetwing gained on us rapidly, but by the boat crew we were informed that they were detained in to search for one of their number who had stowed away on board the F. with the hope of getting clear of the bark. This stow-away was Jas. Tizzard and however foolish such an attempt might naturally be considered, from what we have since learned it seems that he was not far from accomplishing his design. It appears that he had made friends with some one on board the F. to whom he had expressed a desire of stowing away on board of her, and going to California. This friend favored his intention and procured him a hiding place where he snugly ensconced himself and waited the issue. The time for departure at length arrived they were ordered to "man the boat", and then it was that one was observed to be missing. Of course no one on board the Fleetwing knew where he was and therefore an active search was instituted, and prosecuted by all hands. The fore-castle the pig pen the head the chains, the yards, every little nook and corner where it was thought possible for him to have secreted himself was searched but all in vain. Tizzard could not be found, and it seems



ed as though they would have to leave without him: about the same time the breeze freshened and as the clipper was rapidly leaving the "Cob" and "G" would not stop for any thing, our skipper first made up his mind to come away without Taggart, and requested the rest of the Fleetwing if he was in sight. The next morning the man to signalize us. Just at this juncture the "Cob" told I offered to let our captain have a man that came out with a blowaway in place of Taggart, and the fellow not liking this, giving a whaling, disclosed what the skipper so much desired to know, viz. the plan of Taggart's concealment: he, it seems had seen Taggart concealing himself when the latter thought he was unobserved, and informing the captain of the "C" he at once proceeded to the place designated, and, of all places most unlikely found Taggart stowed away snugly in the water room. "I don't allow folks here without my permission" says the captain, and Taggart, seeing he was discovered at last concluded to make the best of the matter and accordingly got into the boat and pulled to the "bark" without offering the least opposition.

Arriving on board here, as soon as he reached the deck, the music of the water was ordered off by the captain, and a moment after the mate put the "Cob" in his berth and his quarters for the remainder of the night was down in the stowage. The next day, (Thursday), Taggart was brought on deck, a pair of iron shackles placed upon him, in addition to which a heavy fluke chain was made fast to the "connecting rod" of the "lower" engine, and the other extremity of the chain attached to a ring bolt in the deck by the main hold. Such confinement as this the captain perhaps thought more ignominious and disgraceful than simply handcuffing him. However Taggart's punishment did not end there: he was further furnished with the "blubber hooks" from which every particle of rust was to be removed: to accomplish this a scraper was given him. At this business he worked away for a while, until the operation became tiresome, and then away flew the scraper overboard. Taggart being determined to work no longer in this manner. The skipper was below at the time this happened, but upon being informed of the circumstances by the mate, he rushed on deck in a passion, and pitched into the prisoner very furiously striking him and striking him in what I should call a very disgraceful manner, to say the least. For the prisoner was at this time in his own room and returned to the deck.

When the rage of the skipper had subsided somewhat, the prisoner was provided with a brick to scour the blubber hooks with, and informed that if he threw that overboard, he would be put in the rigging and flogged, and furthermore that nothing should be done



or dinner until the rocks were far from us. The prisoner then  
 set to work and about 11 o'clock to the satisfaction of his tank master,  
 in time to save his dinner. After this, a slight relaxation of discipline  
 took place. Taggart was however kept very quiet, even on the  
 main hatch from Tuesday noon until last night (Friday), gen-  
 erally working from seven o'clock A.M. until about five o'clock  
 P.M. and living, during this time on hard bread and water, one  
 cake of bread and a pot of water being furnished him for each meal  
 three times a day, according to the captain's orders. He probably thought  
 that this was the extent of Taggart's provocation, but if so he was never  
 more mistaken. The sailors would not of course see a prisoner in distress  
 for grub when they had the means of relieving his wants. During this  
 period of confinement any intercourse whatever with the  
 prisoner as usual in such cases, was strictly forbidden, but in  
 this respect they were trespassers. Taggart's final release from  
 confinement which happened last night, was owing to the mate's  
 intercession. Taggart was asked by the skipper if he thought he had  
 picked sufficient makim to play for the scruple. When, however, the  
 matter was referred to the mate who decided in the affirmative  
 and Taggart was accordingly released with an accompanying  
 admonition from the captain which, as it took place in the cabin,  
 none of us heard. The late prisoner now enjoys the same liberties  
 and advantages as the rest of us, and no allusion is made to  
 his late misconduct. This was Taggart's second unsuccessful at-  
 tempt to bid a final adieu to the "Arab," the first being made in  
 December. On Wednesday, another circumstance of very  
 exciting interest occurred on board the "Arab," the particulars  
 of which, were as follows. A shoal of porpoises came around the  
 bark, and were playing under the masting as showing a good  
 chance for striking. The mate, as is his usual custom, rushed out  
 on the masting and there being no gun there, he told the  
 cooper to bring him one from the Lion boat. The skipper was with  
 him the whole time and at the time not seeing the cooper getting on  
 from the Bow boat in compliance with the mate's order, he  
 forbade such proceedings, this "riled" the mate a little, and he  
 told the cooper to fetch him an iron bar from the Lion boat.  
 The skipper also forbade and said that he would  
 not have the iron taken out of the boat to catch porpoises with.  
 The mate was then thoroughly aroused, and in his rage over the  
 bow, proceeded aft in "hot haste" pulling up his shirt sleeves as he  
 went, walked up to the "old man" and told him that he should  
 take an iron from his own boat at any time he chose, as that



he (the captain), could not stop him unless he shipped him. This was also accompanied by gestures indicative of a desire that the skipper would make such an attempt. But the latter entirely thought "discretion the better part of valor" in that case, and therefore made no preparation for a pugilistic encounter. But the two had a terrible "war of words" between them. The captain desired the mate to "take the ship" if he wanted her but the mate seemed indisposed to do this and told the skipper that he did not want his "damned ship", cursed him and the poor old innocent bark, and thus continued the disagreeable conversation. In return our own old prejudices were raked up. The whole proceedings of the voyage were again canvassed and insinuations cast on both sides. The mate requested his discharge at the first port, which the captain at once promised him, or any other officer that desired it. The colloquy after a while began to subside, gradually came to a low growl and finally ceased altogether with the understanding that the mate was to be discharged at summer. The sailors of course enjoyed all this scene extremely well, and poor Taggart, who was then picking a hulk on the main battery, was in his glory. This rupture will however amount to nothing serious, I think; the parties are even now gradually coming together and by the time we arrive in port the occurrence will most likely be entirely forgotten. Of the marine species of mammals that have come under our observation this week the purposes which were the cause of such a disturbance were I believe the only specimens. Whether there have been none of any species is bother us, and accordingly all our time, with the exception of that taken up by gunnery, has been passed on board the "Norm". The excitement of this week comes very appropriate for us, as it will furnish food for conversation, which we were previously in want of. In some time to come. The land we expect to reach before another week passes; we are now going in nearly the same track as when we came down from the Arctic, a year since, and as the intended route is now the same as we then took, Guadalupe island will probably be the first land which we reach, whereby an opportunity of correcting our longitude will be offered before making the coast of the main land.

The observations have this week been very frequently obtained but the sea running too high not being in fact a "smooth" sea as it has been when the greater part of the time. There was no danger of losing our reckoning. The different observations obtained were the following:

1st Lat. 31° 34' N. Long. not obtained. 2d Lat. 31° 35' N. Long. not obtained.  
 3d Lat. 31° 38' N. Long. not obtained. 4th Lat. 31° 41' N. Long. not obtained.  
 5th Lat. 31° 42' and 14th Lat. 31° 42' observations were taken.



Saturday November 3d. 1855 The weather ending with this date has been more beneficial to us than several of its immediate predecessors. On the first of the week we got a breeze from N. N. W. and from that time until the present this breeze has continued, blowing freshly all the time, usually from N. N. W. but occasionally varying a point or two from this on either side. Our course has been either E. or E. by N. and this we have steered under all sail, studding sails also having been once more brought into requisition. The employment of the sails this week has been a continuance of the job commenced several weeks ago, viz. the mending of old sails. But this business is now almost terminated and several old sails that have been repaired have been sent up and bent in place of new ones that were previously on the yards. The Bow boat has also been taken in or deck this week, repaired by the carpenter, and again put out on the crane in readiness to lower for a dory, blockfish, or any thing else which is considered profitable. No occasion for lowering any of the boats has been offered this week, as all that we have seen of the Leviathan tribe is two or three finbacks and of the smaller class porpoises have been quite frequently observed. Of this latter species we have succeeded in catching a couple from the masting etc. which is the greatest piece of fortune that we have met with in this line, since leaving the Sandwich Islands. On Wednesday saw the only vessel that has since in sight the week and we determined her to be a schooner standing to the Westward, bound probably to the Sandwich Islands from San Francisco. On Thursday, the observations obtained placed us at a great distance from Gaudaloupe island and accordingly at twelve o'clock that night having previously been running to the eastward, we tacked to and headed back but deriving to run by, or into the land. In this situation we lay until three o'clock yesterday morning, then kept off and steered E. again. At sunrise Gaudaloupe island was in sight ahead of us at a distance of thirty five or forty miles. We continued to run for it and at noon came up with its Western extremity; in the afternoon we were steering to the Southward, to the Southward of the island at a distance of from six to ten miles from the shore. The island had the same appearance as when we passed it a year ago, we passed by it on the same side as then, and therefore nothing new was observed. At four o'clock P.M. steering E. by S. we passed its Eastern extremity at a distance of about four miles. The two small singular shaped islands at this end, before remarked, appeared considerably altered from their peculiar formation. After



Having passed the island last night we kept off E. again and steered this course last night and to day, under all sail. But this evening took in the light sails hauled up the mainmast, and came to the wind on the Larboard tack, heading to the Northward, under which circum stance we still remain. This position was owing to our proximity to the main land. We now expect to reach the Torres islands and the rest of the main if we should continue on in shore. Off Torres island I believe it is the intention to cruise a few days in the hope of seeing sperm whales. Then proceed slowly down along the coast. The excitement of last week has now nearly all blown over as was anticipated he who was a prisoner then, now performs his duty and enjoys all privileges the same as the rest of us. All things go along pretty smoothly and much consideration between the skipper and his first officer but a reconciliation is gradually taking place.

Latitudes and longitudes for this week were as follows.

1st. Lat.  $31^{\circ}16' S$ . Long.  $126^{\circ}41' W$ . 30th. Lat.  $30^{\circ}39' N$ . Long. not taken

31st. Lat.  $30^{\circ} N$ . Long.  $120^{\circ}39' W$ . Nov. 1st. Lat.  $29^{\circ}40' N$ . Long.  $120^{\circ}30' W$

2nd. Lat.  $29^{\circ} N$ . Long.  $118^{\circ}17' W$ . 3d. Lat.  $28^{\circ}10' N$ . Long.  $116^{\circ}19' W$ .

28th. No observations taken.

Saturday November 10th 1853. As was anticipated last Saturday, on Sunday the commencement of the present week the land was raised, and since that time we have been in its neighbourhood cruising to no purpose. On the night of Saturday the S. E. gale came on the wind, and keeping off to the Eastward Sunday morning, soon after passed Christmas Island in the direction which we were steering. San Benito soon came in sight and both these islands were immediately recognized as the same we had seen on our former voyage from the Arctic. Seen from a distance they appear of a similar form but San Benito is the smaller of the two. Sunday until yesterday we were lying off and on these islands. The breezes have been fresh from N. W. and N. N. W. all the week and with these we kept on steadily in keeping up to the windward. Through the day we were accustomed to stand in shore to within eight or ten miles of the land, sometimes nearer than at night. Night sails were usually taken in and the bark headed off shore until the next morning. The breeze was always stronger at night than through the day but the sea and the weather has every day been very pleasant so far as for whales. Not a single day of this week has passed without the seeing a large quantity of sperm whales, either in the water, or on the beach.



muscle diggers, or sulphur bottoms all of these species having been seen through the week, but no sperm whales, for which we were cruising, appeared, nor did we even see a blackfish, which latter class are now becoming very unfamiliar to us, it is a long time since we had any grounds for them. A great many sunfish have been seen and shoals of the smaller fry of the flying tribe were frequently observed. On Monday we made an attempt to catch a muscle digger, there were several in sight, as also were thimble backs, humpbacks and sulphur bottoms around, accordingly at two o'clock in the afternoon the 1st. 2nd. and 3d. mates covered with the design of striking a muscle digger only, but in this we all failed, and, for diversion the 2nd. mate struck a sunfish, he had barely got the sunfish dead, when a large whale came up close to him, and quickly pulling astern from the sunfish he gave the whale chase, went out and got fast to him immediately without any difficulty, but as soon as the whale was struck off he started like an affrighted race horse, and although he did not sound, yet he went so fast that they could not hold onto the line at all and the whale according to took the whole tub full, nearly as fast as it could run out of the boat, the boat in the mean time going like a common olive engine. The 2nd. mate allowed the line to take the line until it became very evident that he could not prevent from taking the whale if it they held on and accordingly just before the end was reached he cut the line, saying he would save enough for a "short snip" about four fathoms. Of all the travelling that I ever saw whales do, this I think was beaten only by the Finback that we shot on Tuesday the day before, leaving, and that fellow I think travelled at the extreme height of a whale's speed. What manner of whale this was that the second mate struck was a subject of some controversy, as the whole transaction passed so quickly that no one fully obtained a good sight at him, by some he was pronounced a sulphur bottom and by others a humpback but the general opinion was that he was a sulphur bottom. Whatever species he belonged to he was certainly a racer of the first class. His flukes were not raised during the time they were fast. On Tuesday we made our nearest approach to Jarvis island, running within three miles of its western shore and at four o'clock in the afternoon, hauling a net about that distance from it the 2nd. and 3d. mates with their respective boats and crews started in shore for the purpose of obtaining if possible, a supply of fish and turtle. As I belonged to the 1st. mate's boat, I was not of the party, but I did not miss much



by remaining on board, as from the manner that we received of the  
 crew. They saw nothing particularly interesting. The boat both re-  
 turned at about seven o'clock in the evening entirely un-  
 successful in every respect. Having taken neither fish nor fowl, they  
 had looked for both but found neither. Pelicans, ducks, and other  
 aquatic fowl were seen in great numbers and an immense  
 field of kelp stretched along the coast to some distance off shore,  
 thus they had difficulty in forcing the boat through. Within of the  
 boat had observed that they were within a boat's length or so of the beach  
 and saw no very inviting prospect on shore the land being barren &  
 rocky. Coming on board they had a fair wind and a strong breeze  
 and as the sea was consequently pretty rough, they must then  
 got a good shaking before their arrival at the bark. That night we stood  
 off shore as usual. On Thursday we first raised the main land now  
 Morro Hermoso, and since that time it has been in sight off and on  
 until the present. On Thursday, when at some distance off shore  
 a California, United States Mail Steamer passed us, bound down the  
 coast. We would liked extremely well to have got on board of her, but  
 as whalers and steamships seldom gain with each other we knew that  
 the chance was useless. Late news from our native land was then reported  
 passing us, and yet we could not obtain it. The steamer passed so  
 near us that the "U. S. M." on her upper house could be distinctly  
 read but we did not ascertain her name. Yesterday (Friday) mor-  
 ing cruised in the latitude of 6 men islands long enough to ascertain  
 that there was nothing for us there we kept off some miles from the coast  
 passing Morro Hermoso and St. Bartholomew of the main land, and  
 at sunset last night we were within about 5 miles of the main  
 land, almost the mouth of a small bay that made inland. The  
 land here was of medium height and rose gradually from the sandy  
 beach. The hills here looked stony barren, and destitute of everything  
 but a few prickly pears. After having an opportunity of admiring  
 this scene we went about in the other direction and again stood off  
 shore. At the same time we were near the land last night  
 a small schooner was seen down the coast, near the land, probably  
 a sealer or something of that kind. To day (Saturday), we continued  
 our way down along the coast to the southward, some distance  
 off shore, under short sail. There is some talk lately of going into  
 Magdalena bay for the purpose of obtaining wood &c. but as this has  
 been the talk all the way, it cannot be determined with certainty  
 from anything that is said whether we shall enter this bay or not.  
 Such a proceeding would suit us all first rate. To go ashore in  
 any strange country is always interesting, and from having heard so



of Magdalena and lay on board here from those that have been there, to go in and wood the vessel there, would be doubly so. But we shall soon ascertain if we are to go or not, for a few days more will take us down in its latitude.

In consequence of our proximity to the land all this week no pains have been taken to ascertain our Longitude, but a Latitude has been obtained every day of the week excepting Wednesday the 5th. The only Longitude of the week was taken on Sunday the 11th. The place is in  $115^{\circ}34'W$ . The Latitudes obtained during the week were as follows

1st. Lat.  $28^{\circ}15'N$ . 6th. Lat.  $28^{\circ}17'N$ . 7th. Lat.  $27^{\circ}39'N$   
8th. Lat.  $27^{\circ}36'N$ . 9th. Lat.  $27^{\circ}41'N$ . 10th. Lat.  $27^{\circ}30'N$

Thursday November 15th. 1835. Without the shadow of a doubt we are now lying at anchor in the long-talked-of Magdalena Bay, and the manner in which we arrived here the various transactions on the passage since Saturday last &c. &c. were as follows. We continued to steer down along the coast, making nearly a southerly course, the wind remaining fresh from the Northwestward, but allowing us to carry all sail, and the accompanying weather was all the while very pleasant. On Sunday and Monday we were too far off shore to see the coast: Nothing of unusual interest occurred on these days with the exception of our seeing the lights of a steamer bound up the coast on Monday evening. On Tuesday a point of the main land was seen to the Eastward of us, but its name I did not ascertain: it was not very high land and being at a distance of nearly forty miles I should ed think it could not observe anything remarkable in its appearance. It was evidently a peninsula, for on either side the coast was visible for any distance. On the same day we raised a shoal of blackfish covered the boats and chased them several hours. In the time the 2nd and 3d boats both got slightly fast to a blackfish each, but the lines were again immediately after they had entered, and we were all finally obliged to return to the bark without a blackfish. This was our first trial at blackfish since our arrival from Fanning, in fact I think it was near the off shore ground the last time before this that we lowered for blackfish. Besides this shoal of blackfish, we saw immensurable quantities of small fish but did not know what fish. On Wednesday (yesterday), in the morning raised a shoal of small fish in the earlier part of the day and a shoal of small fish after Margarita Island.



have in sight some distance further to the Southward. We continued  
 to stand in for the entrance to the bay, which is to the Northward of  
 Margarita island all day yesterday but last night we were still  
 three or four miles off, and as it was undesirable to run in at  
 night, we accordingly lay off and on until the (Thursday) morning  
 when with a light breeze from the Westward we entered the bay.  
 The heads of the bay are formed by Margarita island on the South and  
 Magdalena island on the North, or rather by the former on the East  
 and the latter on the West, as the bay opens to the Southward. The pas-  
 sage is but little more than half a mile in width at the narrowest  
 place and the headlands on either side are bold, and craggy though  
 of not very great height. The water is also very deep through this  
 passage and holds its depth close in shore. In coming through the  
 entrance several large seals were observed lying amongst the rocks  
 on the beach. On both sides of the passage the same is a mountainous  
 the high hills of both islands are nearly destitute of vegetation only  
 here and there a prickly pear bush stands out in bold relief, and  
 these rather add to the desolation of the scene than otherwise. During  
 within the straits, a bay of considerable extent opened to our vision  
 in width viz. across to the main land from the mouth it is proba-  
 bly about ten or twelve miles but its length the eye cannot measure  
 as it extends further than the eye land along its inland shores can  
 be seen. The eastern beach of the bay is very low and sandy as far as it  
 could be seen while the islands which form the Western boundary, are high  
 and destitute of everything but prickly pear. This is what is called the  
 weather bay. Through this we proceeded down to the S.E., leaving the island  
 shore and finding from five to twenty fathoms of water, as we advanced  
 the Western and Eastern shores of the bay gradually approached each  
 other and at a distance of perhaps fifteen miles another narrow passage  
 opened into the "middle bay" this passage is not more than quarter of  
 a mile wide but a deep channel runs through it, which is sufficient  
 a wide to beat a ship through, if necessary. The land on both sides of  
 this passage is low and sandy plain, the one on the island side main-  
 ing out from the base of the hills and being very narrow. We passed  
 between these two points into the middle bay and about half  
 mile further to the W. and, at 4 or 5 fathoms of water  
 nearly a mile from the eastern shore and rather more than this  
 from Margarita island, at half past two o'clock this afternoon  
 and thus terminated a passage from the Indian islands to Maga-  
 lona bay one that we had not intended to make at the time we entered  
 but all the crew feel well satisfied that we have brought up here, and  
 are desirous of remaining long enough to have an opportunity of looking



bout on shore a little, which to a small extent we have already done. Our observations, while off shore this week, placed the bark in the following situation viz. on

800. 11th in Lat.  $26^{\circ}50'N$  Long.  $114^{\circ}16'W$ ; 12th Lat  $26^{\circ}18'N$  Long.  $113^{\circ}44'W$

13th Lat  $25^{\circ}11'N$  Long. not obtained 14th Lat  $24^{\circ}53'N$  Long.  $112^{\circ}50'W$

This last latitude and longitude was our situation yesterday afternoon, when we were off the mouth of the bay. . . . .

Since we came to an anchor, at half past ten o'clock this afternoon considerable opportunity to look around us has been afforded. The portion of Magdalena Bay in which the bark is now lying, and which as before stated is the "middle bay" derives its name from the fact that on each side of it there is another bay, all three of these being joined by narrow passages, thereby forming but one bay in fact, but for the sake of convenience I suppose, the three bodies of water are called "weather bay", "middle bay" and "lee bay". To the latter of these we have yet had no introduction, nor can the land which bounds it be seen from our present anchorage. The middle bay as far as we can see runs off more to the eastward than the weather bay and widens gradually from the entrance, where we are. The island there, seen from the bark has a similar appearance to that seen farther to windward, with the exception that several clumps of green bushes and small trees are here seen, close by the beach. The main land to the eastward of us appears to be not quite so barren as that observed in the weather bay and it was thought when we anchored that by daylight possibly good wood there from appearance, according to soon after the anchor was down the anchor took the boat and crew and went ashore prospecting. As I belong to the big boat of the party and the rest of the party, including the boat, but on shore we found but little to interest us. It landed in rear of the ship, going over "flat" the greater part of the way, and then proceeded back down the beach a short distance to the water and found not very good wood. To supply a ship with fire wood small and very much decayed logs though scarce, appeared to be seen only at high tide, were discovered and in one of the in-land several others which were washed out and with a few. An innumerable quantity of kelp, rocks and other things were about and indicating of the abundance of themselves was observed. The seals however led us that they are very numerous here. We have seen here before some years ago. We did not proceed far inland this afternoon, as the time was short until sundown and the tides falling, so that if we had remained much longer, the



boat would have been left high and dry some distance from  
 the beach according to the descriptions which we received of the  
 tides. Here we are at present anchored but a few  
 lengths from the flats which extend to the main land. On  
 the island side the water appears to be a much greater depth,  
 as is generally the case off the coast. It seems singular that there  
 should be such high land while the country on the  
 side of the bay is so low and level. The island opposite us, viz. Margarita  
 island, as far as we can observe forms the Western boundary of the  
 bay from the opening, Southwest. We have not yet visited Margarita  
 island, but I believe it is the intention to go to-morrow, looking for  
 a suitable place to put and bring a boat. We found none this afternoon but  
 saw many extensive swamps, and perhaps a boat may look  
 for them in that direction to-morrow. Fish lines have been in active operation  
 ever since we anchored and the fishermen have been quite successful  
 in catching several kinds of small fish, principally catfish. We are  
 told that all parts of the bay abound in fish of different species and  
 if such is the case we can enjoy some of the comforts of good living during  
 our stay here at the end of the week. However, more developments will  
 probably have taken place and therefore, laying aside the pen, we will  
 patiently await its coming.



# Lying at anchor in Magdalena Bay.



Saturday November 15th. 1855. The week has now terminated and its last two days have passed away with us, very agreeably. Yesterday we went ashore on a voyage of discovery, preparatory to the commencement of wood chopping. Saw oak were in bloom, exhibiting a different route. The captain and one in command of the expedition. We started early in the forenoon the captain going over to the island, and the mate with whom I was, taking the same route as on the day before, to the main land. Our party went a little farther inland on this day but we found not a great deal more than was seen on Thursday. A little farther down the beach we discovered a lagoon of some size in which were a great many fish that looked as though they would make a choice dish but they could not bite at a hook, and having no other means of catching them we were obliged to be content in watching their motions. In the banks of this same lagoon we found considerable wood but it had mostly all been cut or broken down and got too dry for use. Some several had evidently been wooding there some time before and but little green wood



was standing. We did not penetrate much more than a quarter of  
 a mile from the beach but the country was found the same sand flat,  
 marshy in many places, and bushes flourished only where some  
 small stream ran inland. After remaining about half an hour, and  
 to and from the beach for an hour or two we filled the boat with dry  
 and green wood up to the gunwales before mentioned and then returned  
 to the bark. Upon our arrival on board we found the skipper on board.  
 He was returning also, but he had left some of the island, stopping  
 and had returned only to take another party ashore to visit  
 them. He had found such wood there as suited him, amongst the  
 clumps of grass he had seen the bark which he had seen in the  
 from the bark. Immediately after our arrival at the bark taking a  
 boat's crew, he again went ashore and joined the woodmen, who all  
 cut away until nearly sundown and then all came on board. This  
 Saturday morning we all turned out early bore up the anchor and  
 with a light wind bore away towards the island until we were  
 within a quarter of a mile of the wood pile that the woodmen cut  
 yesterday. Here we again anchored in six fathoms of water and  
 then the bark and the crew was put ashore. The crew were sent ashore woodchop-  
 ping the remaining half being off duty, free time, and at liberty  
 to enjoy themselves in the best way they could. Several of the wooden  
 party to day, and I think we all in this gang, enjoyed ourselves  
 as well as those that were on duty. The work was certainly new  
 to us and all entered into the spirit of it with a zest that cannot  
 be understood by those always accustomed to laboring on shore. The wood  
 which we have been employed in chopping can hardly be called "timber" as  
 the forest in which we were chopping is nothing more than a thick  
 tangled mass of low bushes, undergrowth of the frame of trees, which  
 at high water commence nearly at the water's edge, and extend back  
 not more than three or four rods. The wood grows on dry land however  
 and is different from that on the shore. The grass along the shores  
 the land being there carries rice with a very good soil until  
 a distance of about a quarter of a mile is reached then a steep ascent  
 commences and continues to the summit of the hills. We all  
 worked away pretty evenly through the forenoon, some chopping,  
 some sawing, some trimming, and others throwing the logs and  
 crooked sticks together, all working with a will but this afternoon  
 the novelty of the occupation began to wear off a little, and we  
 did not move so lively. We however cut away until nearly sundown,  
 and then returned to the bark once more. The thirty men here  
 to day engaged off their time, some on board and some on shore but not  
 more than two or three stopped on board all day. Some of them went



with us and then off down the main beach. While a boatman  
 took the captain and males down the main beach some distance be-  
 low where we had landed previously. They stopped ashore there until  
 the middle of the afternoon, then came on board. Left the skipper  
 fitted out for a night and day cruise, and again went ashore a  
 way down to leeward, on the main land, where I suppose they are  
 still for nothing has been seen of them since they left for that lo-  
 cality. To-morrow being Sunday, I suppose all hands will be  
 off somewhere on a excursion. It seems to be the determination of  
 the captain that all hands shall enjoy themselves as much as  
 possible while we are in here. He wishes to have only half the  
 crew employed chopping wood at a time, the others taking their  
 regular turn at it and then that out one day are to have their  
 liberty the next after the manner of the idle half to day.  
 Nothing new of much interest transpires as our rambles farther  
 down the coast to the locality in which we are anchored. Fish  
 are found plentifully and fishing occupies considerable of the  
 time on the shore. Flocks of snipe and curlews are numerous,  
 and shooting there if summer sport for some. This amusement  
 however is limited to those of it. Our boat has no gun powder or  
 shot and must therefore content himself by looking on and  
 seeing captain and males shoot. Innumerable multitudes  
 of gulls, man of war hawk and pelican are constantly to  
 be seen hovering over our heads or sitting along on the beach like  
 a company of soldiers. Flocks of pelicans with their huge bills  
 and ungainly bodies are generally observed in the morning start-  
 ing from the beach seaward all following in line, ungracefully  
 flapping their wings or gracefully skimming along just clear  
 of the water all flapping and sailing simultaneously and lower  
 might then again flock in in the same manner. On the whole,  
 I think of all that we have seen, that we shall experience but little  
 difficulty in enjoying ourselves agreeable during the time we  
 are employed here. The whole proceedings here are so new and  
 different from anything in which we have been engaged for more  
 than two years, that they cannot fail to be at least an interest-  
 ing. The weather has remained very pleasant ever since our  
 arrival here. Light land breeze prevails through the forenoon and  
 in the afternoon the sea breeze sets in strong. But this breeze affects  
 upon us as the day winds the ice of the point which extends out  
 from the island forming one side of the passage between the coast  
 and middle ways. The sea breeze continues until about eight  
 or nine o'clock in the evening then gives way, giving place to a



in a light breeze from off the land which lasts until the sea breeze sets in again. How long the skipper intends to remain here, I have not ascertained nor do I think he himself has any fixed idea. We have now some three or four boat loads of wood cut and thrown together on the beach and to cut sufficient for the ship, & it is not unlikely that we at least will have enough so that for the time we are pretty well supplied. The captain still does not conclude to remain here through the whaling season. There are no whales in the bay but there are a great many little ones than a month and should we stop for them all this time we should have little or nothing to do, queer stories are told respecting the musk diggers, and the manner of taking them, of their standing on their feet, swimming over fields, hunting to find their boats and numerous other tales of which it would no doubt be interesting to witness and on this account I should very much like to remain, but that we should get any oil in such an attempt is rather more than could reasonably be expected. Taking our part in plain for a sample and considering the character that the musk diggers of this bay have as compared with those of other species, however, go or stay, I think it will make very material difference to the voyage. And by the termination of both a week probably more will have been ascertained respecting these things.

Tuesday November 21<sup>st</sup> 1858. Rather more than the usual space of time between two entries has now elapsed, but at the termination of last week the usual time of making the entries was prevented by the want of time for making the entries. However, I will endeavor to account for the time that has passed since the last date. During the whole of this time there was nothing very interesting or surprising and each proceeding in point of interest surpassed its predecessor. To begin then with Sunday the 18<sup>th</sup> inst. In this day every body was so lively and out a trying of them seems to spend the day at hand. In the afternoon, pretty early, an expedition in command of the sub. male started for the main land in search of the male and his mate whom they had gone off on the previous day. With the sub. male went all that felt disposed and accordingly acted several more than a bark was. Not being off on a pleasure excursion, all were better suited to be in a boat rather than in a small crowd. Among the number that were in this gang was myself and as far as I was concerned it was a day of enjoyment. We knew that the male was ashore somewhere on the main land to the leeward of the bark and accordingly we pulled



off in that direction, landed some distance above him, then poked  
 it down the beach for rather more than a mile then turning around a  
 low sand bluff discovered the water camp at the mouth of a large  
 lagoon. They had just finished eating breakfast when we arrived.  
 And the fragments were soon devoured by the men, women, and  
 a multitude of small fisher fried up together, scales and all, just  
 as they were taken from the water, formed the two principal dishes,  
 and after these were all gone we proceeded up the lagoon a short dis-  
 tance and obtained a large quantity of oysters to have a roast all around.  
 These "oysters growing upon trees", which we had previously heard so much  
 about, we saw for the first time had an opportunity of seeing plenty-  
 fully. The lagoon was bordered on each side by a thick growth of bushes  
 which at high water are partly immersed but at low water left bare,  
 upon the trunks of these bushes as high up as the water covers them, and  
 on such branches as hang over into the water the oysters grow in clusters  
 and the lagoon on either side was lined with them as far as we could  
 see. The oysters are small but of a delicious flavor. In getting them  
 to roast, the branches are cut off above and below the oysters, and the  
 whole bush can then be thrown in the fire and roasted which makes  
 it very convenient to eat them. After we had all had a grand roast,  
 a smoke &c. both parties made preparations to leave, the mate with his  
 gang started over towards the island to spend a few hours fishing, while  
 the 2nd mate and our side packed up the beach again to the boat and  
 then continued up as far as the place where the mate had obtained  
 a boat load of wood on the Friday preceding. The 2nd mate had  
 filled a spear from time to time leaving the bark with which he thought  
 he was seeing the fish that inhabited this lagoon, and accordingly as  
 soon as we arrived there, he took his station in the bark, spear in hand,  
 and for nearly two hours there he stood watching the motions of the  
 fish in the deep water with a commendable perseverance, but after  
 all his trouble he did not succeed in getting a single one. Somehow  
 or other the fish on that day did not seem inclined to rise near the  
 surface. While the 2nd mate was thus occupied, the rest of us were  
 cruising about in various directions, building fires here and there, and  
 burning all the dry wood which we came across merely to see the fire  
 burn. We also cooked our dinner of salt pork and hard bread here.  
 Then again back to the water and started over towards the island, passing  
 to leeward of the bark, and next coming to alongside of the mate, whom  
 we found anchored in a small bight, a mile or two to the leeward of  
 the bark, fishing. This place from having been a favorite fishing  
 ground has been called "fish cove". The mate and his crew  
 we found had been very successful in fishing, having caught a number



of large snappers, sea breams and other fish. After a short run  
 we proceeded to the shore, and were landed without finding  
 anything of much interest. A large fire was built on the beach, and then  
 as it was nearly dark we started for the bark where we arrived as did  
 all the other boats after having spent a very pleasant day as all  
 enjoyed it. The skipper with a boat crew had been  
 cruising on the water nearly all day. On Monday the 14th the scene  
 was somewhat changed. The whole crew were busy wood chopping  
 for the liberty. But in no way a diversion or diversion. This continued  
 the same nearly all the week. The liberty gang were principally active  
 on the island shooting or off fishing. On one of the shooting excursions to the  
 island, after considerable firing a pelican was secured so that we managed  
 to capture the poor fellow. I took it in a curiosity which we had felt  
 a great desire to examine. From observing their uncouth appearance either  
 in the air, water, or on the land. The most remarkable peculiarity of  
 the bird was his long bill and the pouch thereto attached in which  
 they carry their food. After despatching this fellow we started up the  
 beach to show the wood choppers our prize, and on the way killed an  
 other which with several snipe and other small game was stuffed into  
 the pouch of the first pelican easily. On Tuesday the 15th the captain  
 and a boat crew laid in a stock of beef, pork, bread, butter  
 &c. and started for a cruise in the weather bay. Nothing more was heard  
 of them until last Thursday evening at seven o'clock when they returned  
 laden with fish and clams which they had found in great quantities, and  
 there together with the birds that were shot they principally depended upon.  
 We were informed they had been some twenty or twenty five miles to the  
 windward, and enjoyed themselves much. Considerable rain had fallen  
 on Tuesday night, and on Wednesday forenoon, by which we were then  
 drenched. They were getting a good soaking but then told us that  
 the boat which kept them dry and comfortable through all  
 the rain. Returning on Thursday afternoon, they saw a strange boat  
 in the weather bay, not far distant from the entrance, but this be-  
 ing considerably out of their way, they did not board her. The next day  
 (Friday 16th) in consequence of the news the skipper had brought on  
 the preceding day, we were not much astonished at seeing a couple  
 of whale boats coming down from the windward both of which  
 came alongside of us, and we became aware that we were visited  
 by Capt. Kelley and his command of the bark *James A. Smith* of N. H.  
 Boston, an old acquaintance. This was the bark which our skipper had  
 reported as having seen. Capt. Kelley and his company were bound off on  
 a cruise down the bay, but seeing us they stopped, and as we had pre-  
 viously talked of going on an excursion in that direction, the high-



started to wait until it's narrow when we would all start off together. Accordingly the crew remained on board of us that night and on Monday morning the captain and mate together with the party from the J. A. the crews started and that day I congratulated myself on being one of the main crew. The two skippers went together in one of the J. A. Andrews boats and the 2nd. mate of the J. A. from being well acquainted in the bay, took the lead. The breeze was fresh from seaward and over the water we skimmed like an arrow, first standing across to the main land passing a large light, called the "mud hole" and thence before the wind down along the beach, which was somewhat higher along here than any main land we had previously seen in the bay, and at about ten o'clock A. M. we landed on the main at a distance of nearly twenty miles from the ship. Here the skippers and all belonging to the A. A. stopped but the 2nd. mate of the J. A. Andrews with his crew started for the "beach" or stationing in position. The place where we had landed had evidently been used as an encampment for some time and over back of small sand hills a few rods from the beach we found what had apparently, once been a camping ground for some body, skulls and bones of bullocks being strewn about profusely, and traces of fire still remaining. A trail led from this place directly inland, and we were informed that it led to a Mexican ranch, distant from the beach six miles. For this ranch the two skippers had started as soon as we landed, but not observing any trail a small pocket compass was their only guide, through a perfect forest of prickly pears which extended in every direction so far as the eye could reach. The remainder of our party, i. e. the mate and his boat crew stopped around the beach. That time killed cooked and eat a few birds for dinner, and then a boatman myself and another from our party, determined to pay a visit to the ranch inland, accordingly leaving the mate and the remainder of the party we found and followed the skippers' trail, thinking that they of course knew where they were going to. The country which we traveled was very level or occasionally gently undulating so that we had no high hills to climb in the route, but the prickly pears were in some places so thick and so much, obliging us to make a very crooked track and thereby considerably increasing the distance. For a greater part of the way the soil was soft and sandy, but a few clayey spots would occasionally be met with and in such cases we frequently lost the trail that we were following but by a close examination we would soon strike it again. This was done so frequently that at last we got to be perfect Indians at finding a trail. For several miles we continued to



follow the footprints of the skippers, though, around and over prick  
 ly pears in all directions, until at last from the "signs" it became ev-  
 ident that we were following a couple of indigenous men. That the  
 skippers had no more idea where they were bound to than the men  
 in the moon, and accordingly we determined to strike out on our  
 own responsibility and take no further notice of the tracks. We therefore  
 continued on in the direction which the ranch was thought to be, but  
 no signs of a human habitation was observed. At length a small emi-  
 nence was reached, and here we paused to take a slight survey of the  
 country ahead and to the left. The scene was an unbroken forest of  
 prickly pears but on our right a lagoon was observed winding its narrow  
 and crooked way like a serpent in the sand opposite to us. We thought  
 that we could distinguish some kind of a habitation. We were then some-  
 what the worse for beer from the effect of prickly pears, all of us had  
 blistered and hot throats or loss and all were extremely thirsty the day  
 being very warm. But the reason we did not might prove to be justifi-  
 able and determined to find the ranch if possible we again started off.  
 Immediately after this a deer bounded out in front of us and started at  
 the sight of strangers. Away he went over the bushes in high glee, as  
 if he were saying "I am very fortunate. He is sent and in the end he is  
 an hour's work the lagoon which to our disappointment was salt although  
 it was gurgling over the rocks quite rapidly, which led us to expect it  
 might be fresh. In the same manner were we disappointed in regard  
 to the building that we thought we saw, for this proved to be nothing more  
 than a clump of bushes. However as a great compensation for these dis-  
 appointments, we struck a well beaten trail along the edge of the lagoon  
 which followed it both ways as far as we could see. This appeared to have  
 been recently travelled and we thought surely it must lead to the  
 ranch we accordingly pursued it up the stream and soon came ac-  
 cross the salt known footprints of the two skippers who were travel-  
 ling in the same direction as ourselves. This gave us a little more  
 courage, but we were soon again discouraged by seeing the remains of  
 a few rotting fish. We soon came up with them and "Have  
 you seen any fresh water" was the first salutation which we received.  
 The skippers were dry as well as ourselves. They informed us that  
 they had followed this trail with the same expectation that we had  
 but at last they came to where it crossed the lagoon which they said  
 would have to be swam if crossed at all, and therefore they had turned  
 and foraging a better one. We accordingly went back and followed the  
 trail down the lagoon again. A mud puddle of fresh water was soon  
 after discovered and this belated find was very perceptibly cooled.  
 We went on again, passed the place where we first struck the trail



and thinking that we might possibly discover something in the other direction, we continued on down the lagoon until the trail came to an abrupt termination at its bank and here we found a small canoe. This was encouraging, the canoe, according to the most probable conjecture, was one which was used by those who resided at the ranch and the trail from it most likely led to the ranch, this was the conclusion which we then arrived at, but the skippers could not think of turning back all the way back the same route which they had just been travelling. They were evidently pretty well tired out and declared their intention of returning to the camp on the beach without further search. They however gave us permission to follow up the trail if we chose and see what we could discover and in case of our finding the ranch, to obtain horses and bring them down to the beach. This just suited us, and accordingly, leaving the skippers seated on the sand, off we again started up the lagoon determined now that we had the Captain's permission to follow up the trail until we discovered where it led to, if we had to travel the whole way across the peninsula. The sun was fast sinking in the Western horizon when we left the two skippers, and there was some probability that we might have to stop out all night, but this we did not mind much. I suppose we travelled about six miles up the lagoon from where we left the skippers, and here we came to the place where they said the lagoon would have to be swam if crossed. But taking off our packs and crossing we found the water not much more than knee deep. Previous to crossing the lagoon the road had been smooth and sandy, furnishing us good walking and just before the lagoon was reached the country began to assume an inhabitable appearance. The prickly pear bushes gave place to a thin grove of small iron trees, green from underneath and in this valley we had some slight expectations of finding the "settlement", but in this we met with another disappointment.

After crossing the lagoon and ascending up an abrupt bank, the land again became the same level prickly pear desert which we at first started in. We however had not proceeded far after this before a white horse was discovered quietly grazing among the bushes and this was the most encouraging sight that we had yet met with, for it informed us as plain as words could have done that we were at the great distance from some human habitation. And when we had travelled about 5 miles from where the boat crossed the lagoon the cry of "much O!" from one of my companions was joyfully heard and looking ahead a short distance, sure enough



there was the ranch at last, and a very few minutes longer brought us to a stand still in front of the building we had so long been looking for, and for which we had traversed I should think, about twenty miles, a greater part of this on a most disagreeable route. Insinuating nothing derogatory to the hospitality of its occupants. I must say that the building designated as a "ranch" had but few signs of civilization in its structure. It was very rudely built of lumber interwoven around a number of tall posts placed upright in the ground, the whole being surmounted by a flat thatched roof of the same material. which hardly looks as though it would effectually shed water. In front of this casa stood a white man whom we look for and then by his appearance and accordingly bidding him good day, he was asked for horses by the hostess. who at the same time told him who we were and how we came there. But after spinning him this long yarn he received no reply, and thinking we might have been mistaken in supposing him an American our desires were again expressed in Spanish but still he would not give satisfaction from the way in which he answered. He seemed to be a genuine who could talk neither English or Spanish. So we were therefore led to the women in the interior of the house and by them we were referred to the next house which was only a few rods distant. We however made a short stop at this first house and had a short gaze with its inmates, all of which were women and several children, one of these women was of a very light complexion, and rather more of a lady than we expected to find there. She was informed as the wife of the ranchman, an American by the name of Fisher, who was then absent somewhere interior. The other women were fair specimens of the Mexican race in complexion and features. After this gaze was over we passed on to the next house which had evidently been standing a long time while the first one had been built recently. At the old house we found the old "residential", probably the founder of the colony, and here we were informed that we could have horses by remaining until morning, accompanied by an invitation to stop there over night which we gladly accepted. Indeed we had previously made up our minds to that effect. The old house was of a similar construction to the first one, though on a rather more extensive scale. an old man whom we took for one of the ancestors of the two generations living with him resided here and was the only grown up male person there at home, several of them being off in the territory visiting as we were informed. Both these Fisher I suppose again what is properly speaking "the ranch" as they both appeared to be so. Another principal feature of the ranch was the corral in which the cattle we encircled when at home. This was nothing



more than a bush fence enclosing an area of about a square acre. The sun was but about half an hour high when we arrived at the ranch and soon after we had introduced ourselves a couple of men with a pack of dogs, came in with the cattle which consisted about thirty head mostly old worn cows. These were all shut up in the corral for the night and our showering in for that day were then soon terminated, all of us congregating at the old man's casa, where we were to pass the night, having eaten nothing since leaving the house in the forenoon feeling pretty starved, and seeing no more chance to get anything for us to eat. The host himself who was spokesman of the party, but well acquainted with Spanish manners, asked for some supper, at this they seemed to take no offence. But the women folk immediately went to work cooking dried beef and cutting up corn for us, of which we ate a hearty meal. The old man in the mean while expatiating on the poverty of the country which afforded them nothing but rice, cheese, milk &c. and regretting that he could not furnish us with bread, potatoes &c. All this however we were contented to do without, as long as we had plenty of rice and cheese, for we were not at all dainty that evening. When supper was over we had a slight entertainment of music and dancing. The music being obtained from a violin constructed by the fiddler himself. The fiddle was quite a curiosity being roughly made as though glued together in the form of a square box, but out of this unique fiddle the music that proceeded was far better than might have been supposed from its appearance. The dancing was performed by the children boys and girls of from four to eight years of age. And the girls especially acquitted themselves very well. And the two little girls had a regular set to, quitted hair and slipped each other's hair, &c. all on account of something relating to the dance. But this little quarrel was soon over and all again went on as smoothly as before. When the children had gone to bed and the fiddler being up his fiddle, we were provided with blanket under blankets &c. with which to make our beds for the night and going pretty tired we spread the blankets in the place indicated for us to sleep which was on the ground under a part of the roof which projected out in front of the house. None of the family but the women, children and the old man slept in doors. It might be supposed, the fatigues of the day did not permit us to be awake long, and stretched out together side by side the three of us were soon locked in the embraces of the sleepy god. Once or twice through



the night we were awakened by the dogs baying belonging to the ranch sal-  
 ing out all together to repel the advances of a pack of hounds which they thought  
 were approaching too near, and on such occasions the howling of the marauders  
 were immediately checked as they retreated for they are all want our  
 order. Such slight disturbances as this did not however keep our eyes open long.  
 On Sunday morning at about five o'clock, while it was yet dark we were  
 again awakened but this time by sounds of harmonious melody proceeding from  
 the interior of the dwelling. The whole family men, women and children were  
 chanting what we readily knew to be some devotional exercise, although we could  
 not understand the words. None of them were turned out and the darkness  
 of the night lent a solemn grandeur to the exercise, that the light of day would  
 have dispelled. It awakened the finer sensibilities brought thoughts of home  
 and one could hardly listen to the slow and measured chant without ex-  
 perienceing a sort of religious devotion. The worship was performed in a  
 manner that left no doubt of its sincerity and whatever may have been  
 their every day life I believe all was quiet that they then expressed. They are  
 all devout Catholics, evidently, and all the grown persons were observed to wear  
 a rosary or crucifix suspended from the neck the crucifix generally being of  
 silver. After the morning devotion which lasted about an hour were over all  
 hands turned out and then everything went on as usual. They evidently con-  
 sidered that atonement had been made for the little sins which might be com-  
 mitted through the day. The women commenced their household duties, two of  
 the men started off inland to hunt up our horses and the sixth man with  
 standing he had just been assisting in the religious exercise took down his  
 original fiddle and gave us several lively tunes. We next went out to see  
 the cows milked the work operation being superintended by the women in  
 the following manner. In the first place an apartment of the corral in  
 which there were several small calves was opened into the main body and  
 the calves, understanding the signal, trotted out, each making a rush  
 for his parent and his breakfast. After they had sucked as long as the  
 women thought proper they were separated and the cries again shut up  
 in their private apartment. Next, the hind legs of each cow were firmly  
 bound together, and to there her tail was tied, after I thought a somewhat un-  
 regular proceeding but the cows being about half wild could not be milked  
 otherwise. This secured off, there was little danger of their kicking the  
 milk pail over. The milking was then performed without difficulty, and  
 while this was going on all the children were ordered in the corral for their  
 breakfast of milk. We were at the same time presented with as much fire  
 as could be drunk, which is a rare treat this side of the Horn, where as far as we  
 after the milking was over the cattle were turned out of the corral to go where  
 they chose and obtain sustenance among the prickly pears as best they could.  
 We were ordered so that there was no difficulty to be avoided from losing



them. When this had all been accomplished the principal part of the  
 work seemed to be performed and as there was consequently nothing  
 more going on to interest us we took the opportunity to take a view of  
 the surrounding country. The ranch was situated just at the brink of  
 quite a deep ravine the descent being pretty abrupt but this ravine  
 was the support of the ranch on every side of it as far as vegetation could  
 be seen the country was one unbroken forest of prickly pears with occasional  
 very a green bush of some other description, similar to the wildernesses  
 which we had travelled on the preceding day but the valley from the  
 contrast looked like a perfect Eden. A small stream like one at the  
 bottom of the valley, on the bosom of which several aquatic fowl were gra-  
 dually swimming as if confident they were in perfect security and  
 this lake was surrounded on every side by the green foliage of small  
 trees and shrubs which rose gradually from about the other side of the bottom  
 of the valley some ways up the sides. The pond supplies the family  
 with all the fresh water which they require for domestic use and also  
 furnishes the cattle, on its shores was planted a small garden afford-  
 ing the people a few vegetables which in such a country must be a rare  
 commodity. Altogether the little valley was a far more pleasant spot than  
 I had expected to see within ten miles of the Laguna. To the Eastward  
 of the ranch the country was greatly undulating and it was some  
 miles distant among these hills and dales that the men had gone to  
 find the stores. Far to the Eastward we could just distinguish the  
 tops of a ridge of high hills which the old men informed us were  
 near the California Gulf coast, which is said to be distant sixty miles.  
 The nearest neighbors which the inhabitants of this ranch have  
 are six miles distant to the Eastward, so we were informed, a well  
 beaten trail led off in that direction where we might have supposed they  
 occasionally received and paid a visit. When we had seen all that was to be  
 seen around us, breakfast was served, this consisted of broiled beef, milk  
 cheese, and "flippers" as we call them at sea, the latter were served open-  
 ingly, and were probably "extras", as flour is extremely scarce with them.  
 But milk, new cheese, and beef we had in sufficient quantities and I think  
 ample justice was done to the provender. Even though they could  
 do to make us comfortable they seemed to do willingly, and frequently  
 apologized for being unable to do more. Their principal wealth consists  
 of their cattle, they furnish them with beef, milk and cheese which  
 is their principal food, and the latter they sell quite a stock on hand  
 which they have collected to be disposed of to the visitors visiting the  
 bay in a change of flour, bread, cloth &c. The hides of the cattle  
 are sold for both bedding, mats, and also furnish them with the  
 means of shelter from rain in some cases. In addition to the hides



of bullocks we also saw the hides of several deer which they had  
 killed, and one skin was observed, stretched up to dry, which, upon inquiry  
 we ascertained had belonged to a lion but a few days previous.  
 We were not aware that Lions inhabited the country before, or else per-  
 haps we should not have been quite so fast for stopping out all night  
 as we were upon the two shippers on the preceding day. These  
 lions are the same as those which inhabit Upper California and are of  
 the same of California lions. We were told they would attack man  
 if hungry and by the look of the skins which we saw spread out  
 told belonged to the lion. I should think they might do a man some time.  
 While waiting for the dinner after breakfast we were employed in  
 conversing with the old natives and the Dutchman whom we had  
 spoken to at the first house. As we were here we were told to  
 tell us in English how he came there, at our request, he made some  
 few words of it but with some difficulty we at length understood  
 that he had started from some part of the States to go to California by  
 sea. He is coming from some place in part of the Pacific coast in  
 California and had been some time on the coast of Old California  
 been picked up some time by Father the American natives and by  
 him brought to the ranch. The Dutchman spent a year longer than  
 the man before we saw it but this was about all we could under-  
 stand. At about ten o'clock in the forenoon we were surprised at  
 seeing the mate and one or two more of our gang arrive from the beach.  
 They had followed the direct track and experienced no difficulty in  
 finding the ranch. Among the newcomers was a German belonging  
 to the James Andrews and as soon as the Dutchman at the ranch as-  
 certained this he was half wild with delight at having once more found  
 a countryman to converse with. Soon after the mate's arrival the  
 men and dogs came in with the horse of which there were about  
 half a dozen. There were three, with the corn, dressed and saddled  
 for use. The dressing was very expertly performed so from infancy the  
 men are brought up to use the horse a boy about eleven years of age caught  
 one of the horses with a little difficulty is the man did. He observed that  
 they preferred to throw at the animal on the run rather than to tie it  
 as standing still for the horse to be caught and first started from the  
 corral at the top of his speed while the man passed in front of it and  
 then he ran for a moment, then jumping the horse over his head  
 once or twice. The horse is then at just ahead of the horse when  
 he is first at the horse is handsome as it is possible for him to  
 be, when the horse once leaves the hand it seldom misses its mark.  
 As soon as the horse was mounted the horse was stopped short and  
 given that he was no longer at liberty. The catching of the horse



is an operation which we not verred in Spanish horseman ship had  
 better not undertake. It is certain there was furniture enough placed  
 upon the horses to make a decent load, but when once the saddle with  
 all its appurtenances is on the horse a better seat could not be given.  
 There were three horses saddled for the use of the skippers and  
 one on which the Mexican was to be panned to ride. He was dressed  
 in a suit of leather from head to foot which was well calculated  
 to prevent any possible flames from entering his boots. When all  
 was ready for our departure, we set out on the horses and  
 mounted. There were with the Mexican who was to accompany  
 us, four, and amongst the four there were but three horses and  
 consequently one horse must be rode double. I was first mounted  
 in the horse which the Mexican was riding, the boatmen took in the  
 horse and the other groomed him. I saw people mounted to the front,  
 the Mexican getting up behind him. In this manner we started  
 from the ranch, leaving the male and the rest who had lately  
 arrived there behind. But the horse which I rode, soon finding  
 that he was carrying a stranger, brought to at a short distance  
 from the ranch and refused to go. There were no bits in his  
 mouth and therefore he was to me perfectly unmanageable and  
 after I had made several abortive attempts to force him along the  
 Mexican seeing my predicament left the horse which he had  
 first mounted and got up behind me. The horse, immedi-  
 ately aware of the change then went on without making any resist-  
 ance, and continued on a good trail to the ranch. When about half  
 way down we overtook our skipper who was, with his gun on leaving  
 to shoot rabbit. he got up behind the boatman and rode down to the  
 beach with us. When the skipper mounted I was just behind his  
 horse and as he did not feel inclined to travel faster than the horse  
 could walk. I asked the Mexican if he chose to have me pass the  
 captain. He said yes and I accordingly made the attempt. But  
 this started the skipper's horse and started him a little so that he  
 imagined that the devil was trying to do. At that time I did not see  
 him but soon coming to another side of the trail I again went  
 at short and passed the skipper at a gallop. Seeing that I felt in-  
 clined to have a ride the Mexican soon after dismounted and  
 left me to continue the ride alone. I then made the horse travel  
 until the beach was reached, arriving there some time before  
 the other horsemen did. The distance from the ranch to the beach,  
 as found to be between six and seven miles, a distance which we  
 had traversed, is now as we could judge about twenty miles to  
 reach. On the beach I found Capt. H. in all arms. But soon after



the other two horses with their burdens arrived. The skippers informed us  
 that they had reached the beach about sunset on the preceding day, and  
 were afterwards found very much fatigued. When the horses  
 had rested to some extent the soldiers were landed and  
 the two skippers started up the beach accompanied by the Marine  
 leaving us to enjoy ourselves on the beach. They found a very good  
 one tent there that had been put up by the soldiers and company, of the  
 boat sailed and in there we lay off until about noon when we were  
 again started up by the arrival of the land mail of the 403. We drew  
 from the sea bag which he had taken out three green turtles, 100 lbs.  
 male and one or two were immediately started for the beach and  
 all of us forewent hands were then alone together with no captain  
 or officers to place any restrictions upon our enjoyment. We passed  
 the time very very pleasantly that afternoon hunting and securing  
 about a hundred the birds were quite a number of species and we  
 or two rabbits were obtained, of which savory messes were made.  
 Rabbits were very plentiful all over the country as were continuing  
 starting them up on our tramp to the beach, and as the boat  
 off before us with their 200 lbs. long ears standing upright they  
 looked about as much like miniature Pickers, as like rabbits. A  
 bunch of the 403's was unanimously chosen for cook of the  
 company, and the bunch took a delight in faithfully performing  
 a task which before affording us amusement from our own  
 messes and game yards. Sunday night the captain and officers of  
 the 403 and 404. We drew stopped at the beach but all the others  
 of the party passed the night in our camp. The howling of locusts  
 continued almost incessantly from night until morning and during  
 the night we were awakened by the cook's hallooing at a dog as  
 he called it but looking out of the tent we perceived Mr. Kirk  
 standing just way up a hill that in our side of us looking into the camp  
 he completely as if he was one of our party, we called at him  
 and he came. But knowing that he was not of danger he only  
 stood off stopping and turning about to look at us several times,  
 they are as cunning as they are cowardly. On Monday, which was  
 yesterday, we were employed in much the same manner as on the pre-  
 ceding afternoon. Some of the party struck out for the beach but find-  
 ing that all that was to be seen there, they returned and a second journey  
 and therefore remained near the beach. In the afternoon we went  
 up and down the beach examining and collecting for our  
 interest. We obtained a sufficient quantity of both birds and mammals  
 and the cook cooked them up in good shape for supper, but we did not  
 enjoy them so well as we had anticipated, for about supper time the



captains officers and several Mexicans from the ranch arrived, bringing with them a considerable quantity of cheese which our captain had bargained for and was intending to take on board. At this time we had enjoyed our second night's rest. But this new arrival knocked every thing in the road. Our supper, as of course resigned to the skippers and Mexicans, not so much out of any respect for the former as out of regard to the latter for the hospitality they had shown us. While affairs were in this state we observed Kido's boat far out on the flat, it being then low tide, and a big boat came down from the ranch. The same one as had steered through the lagoon, jumped on to one of the horses and started for him, with the horse in lead. But the cunning Kido was not slow in observing the manœuvre and took to his heels for the bushes which he reached before the horse could overtake him. The Mexicans did not stop long with us and when they had started for some preparations were made for passing the night or at least a part of it for we intended to start tomorrow as soon as the land breeze and tide should serve. The skippers of course went on the principle of "one first" and Kelly in particular (no doubt unwillingly), rendered himself so obnoxious that even the officers could not stand it and therefore putting a tent in another adjacent valley officers and sailors took up their quarters there for the night, leaving the skippers alone with their dignity, to keep their own fire burning and spin their own yarns. One or two of the Mexicans had stopped with us to go on board the bark, one of whom was the saddler, and in the course of the evening he regaled us with several songs which although not generally understood were still very well sung. As near as we could judge it was about two o'clock this (Tuesday) morning, when all were roused out to depart, as the land breeze was then blowing gently and favorably for us, everything but the tents had been stowed away in the boats before dark and packing up there we dragged the boats over the flat for about an eighth of a mile before reaching the water when sail was made and directly we continued on our way towards the "bar". At daylight we raised the bar two or three miles distant, and about the same time the light breeze which previously favored us died away altogether, we then pulled ahead and arrived safe home again before sunrise. Soon afterwards followed by the two captains who came up in the "Far Ambassadors" boat. The Port. mail of the P.A. did not stop, but continued on up the bar for his own vessel. Thus terminated a very interesting excursion and one which will not soon be forgotten. Capt. Kido remained on board of us together with his boat crew till the



present day, but intends to take his departure to night. I believe  
 Affairs on board are still in an advanced state. The Land. made with  
 those on board. finished wooding on the island yesterday, and all the wood  
 cut is now on board. in all there is about twenty good boat loads of it. Dur-  
 ing our absence those who remained on board passed the time away very  
 pleasantly, so they say, none of them overworking themselves. The woodwork met  
 with quite a little skeleton as time went on being killed - rather than  
 between them which had none either. those and the herd were preserved and  
 shown to us as a trophy of their exploits. To day (Tuesday 30. 11th), there has  
 been little or nothing transpiring on board, and many of the boys have slept a-  
 way their time. It is now fully decided that we are to remain here in the  
 bay through the hunting season, and this announcement is gladly heard by some.  
 For my part I have but little faith in our success. We begin to "take things"  
 here but still I like the idea of stopping, well enough, merely to have an opportu-  
 nity of seeing the manner in which the Indians is carried on in Magdalena Bay.  
 Having spent so much in relation to it. The musk & lizards are not expected  
 to arrive here, much earlier the latter part of next month and until they do  
 come we have scarcely anything to do. It is interesting time. There will  
 probably be passed in making excursions to various parts of the bay, and if  
 so, we shall find no difficulty in enjoying ourselves the winter month.  
 I know of no expedition at present in contemplation. But it will most likely  
 not be long before one is got up and if so it will form a subject for the  
 next entry; therefore for another space of time shall the pen be laid aside.

Saturday, December 1st. 1855. Up to this  
 date times still continue as good as ever, although we have had a very dry  
 day since Tuesday last. This however suits the general wish to a degree.  
 On Tuesday night a light & clear night as far as our beds on the weather  
 side, and since that time we have heard nothing from him. Hunting  
 parties and short excursions to the shore on both sides, have principally  
 occupied the attention for the last few days, and the hunters and fish-  
 ermen have secured a few success. On Wednesday we were all day  
 away the time on board, nearly all day and no signs of life and  
 activity were perceptible on the shore. On Thursday however the moun-  
 tains of the preceding day was varied by the arrival of several men from  
 the ranch to theeward, who had come up for the purpose of be-  
 coming on board of us. With them they brought a ham of venison and  
 presented it to us. The two part of a deer which they had shot on their journey.  
 The fiddler who afforded us such excellent entertainment at the ranch  
 was one of the company, and with the Captain within the cabin. Many  
 performances on that instrument, altogether in the shade. Yesterday the



1st and 2nd males from the descriptions which they had received relative to the deers on shore. Concluded to go and obtain us a supply of venison accordingly soon after sunrise they started taking a boat crew, and the Mexicans with them for guides, and proceeding up a large cagoon running in to the main land abreast of us. After noon we also remained on board saw nothing more of them until night, when they returned, as we had all day been anticipating they would, without any deer. To day (Saturday) not much of any interest transpired, until just after dark this evening, when we observed a light on the main a short distance above us, and knowing it to be a signal for a boat, we pulled in there and found a man, a horse and a mule, who had all come from a ranch some eight or ten miles distant, to the windward. In the mule was packed a quarter of beef and a few bottles of milk, which together with the native who accompanied them we brought on board. The man leaving the horse and mule on the beach until he should return in the morning, merely throwing the bridle rein over a small stick of wood which either of the goodnights could pick up with his teeth and walk off with it, he left disposed; but the only thing which the horses require to know, is that they are desired to remain in a certain place, and therefore I suppose the man will find his horse to-morrow morning in the same place where they were left. Thus much for the proceedings up to the present time. To-morrow, I believe the Captain has an excursion to the point in view, and when he is gone off, it will be singular if more do not leave on some expedition, but having now recorded the transactions up to the present date we will again wait for further developments.

Saturday, December 8th. 1855. Excursions have been all the rage for the week ending with this date, but some of these excursions have been made not altogether for pleasure, as we have lately been occupied in cutting more wood for the bark boat to commence. On Sunday last early in the morning, the Captain and boat crew, having previously made preparations, started for the place where we had landed on the excursion, with the Gas. Andrews' boat, intending to pay a second visit to the ranch. As soon as that gang had got out of the bark, the mate and his boat crew (more or less) started on an excursion to the ranch in the weather boat, where the native had come from on the preceding evening. This man we took with us and first pulled ashore where the horse and mule had been left. There we both found just as they had been left, and the mate mounting the horse and the native the mule they both started off together up along



the beach leaving the boats now to pursue the porpoises by water. We then  
 were continued on slowly sailing when there was any breeze but being obliged  
 to pull the greater part of the distance in. The Bay was then so  
 both smooth and we observed numbers of turtle lay on the surface  
 of the water with their backs out, swimming slowly, for the whole  
 distance we were continually trying to get near enough to catch one  
 of these but they invariably saw us and as first before we could  
 them and doubt they would go thereby at once putting an end to all our  
 hopes of catching them for we depended entirely upon getting close en-  
 ough to catch one without disturbing his situation as happened turtle  
 are frequently caught at sea. Some pulled up at no great distance from  
 the beach. The two porpoises were all the time in sight of us and after  
 travelling thus for a couple of hours we saw the horses bring to a little way  
 ahead of us and therefore thinking this must be the termination of  
 our journey by water we landed on the smooth sandy beach at that  
 place which was nearly opposite the mouth of the bay. The boat  
 was hauled up and our provisions secured from the kitchen where we were  
 about then there is no grub around especially anything good. The  
 meat on this occasion we tied to the top of the boat mast then set  
 the mast up in the boat so that if the Kiotas obtained any meat they  
 would have to climb for it. After everything had been thus put in order  
 we started interior for the ranch which we were informed was over-  
 ly a mile from the beach. The section of country over which we now  
 passed was so different from that through which we had walked when  
 hunting for the first ranch that we visited. There were no prairie grass  
 nor the fenceable nor fertile at every step we took but instead of this  
 some miles up and from the beach scarcely a speck of vegetation giving  
 description could be seen. And the country was one complete desert of  
 low white sand hills piled up like snow drifts and from a distance  
 looking very much like snow. These hills were so truly moved and  
 from time to time by the wind but as it was calm when we travelled  
 when the sand did not bother us any. Indeed we soon reached beautiful  
 largest round sand which was perfectly free from any foreign substance  
 to disturb us. In this region of sand where we first expected such  
 a thing we came across a watering place which furnished water to  
 the people and cattle of the adjacent ranch. The water was obtained  
 from a hole not more than four or five feet deep. It was lying in one  
 of the crevices of the sand among the sand hills. It was however  
 water and perfectly free from any brackish taste as might be supposed  
 from its being in such low land and so near the salt waters of the  
 bay. Passing this we continued on over the sand hills until about  
 three quarters of a mile from the beach had been travelled and at



This distance the sandy soil terminated the desert appeared to be  
 at about the same width as far up and down as we could see.  
 Leaving the we entered a fertile green country though there was  
 great vegetation did not appear to be so numerous as there were  
 hills to the south, and there were more shrubs and small trees  
 here than we had before observed. Still it was a country in which  
 I should have no great desire to reside for any length of time. We  
 had not proceeded more than a quarter of a mile after leaving the  
 sand hills before the ranch burst upon our astonished vision, and  
 finally we were admitted. We did not expect to see some sort of a  
 trading house at the termination of our journey but in this were  
 disappointed for the habitation was formed by a large bush, beneath  
 the shade of which we found the ranchero his wife and a small  
 girl who was the wife's sister. The man who had accompanied us  
 was second in command at the ranch. The ranchero was called  
 Marcellano, a young man who had served in the American army in  
 California or Mexico and could therefore talk good English. He had  
 been aboard the bark previously and promised the day some milk if  
 they would come up to see him but when we arrived there he told us  
 that he had given up expecting us that day and the milk was all the  
 milk had been used up but at the same time he begged us to stop  
 over night and in the morning we could have as much milk as we  
 liked. accordingly after some hesitation the male agreed to stop, and  
 during our stay there we enjoyed ourselves quite as well as could be  
 we could have expected. Buildings at this ranch there were none  
 and the family cooked, eat and slept in the open air. The occasion  
 of this was that they had but just arrived there from up the country  
 and had had not time to do anything. But Marcellano informed  
 us that he intended to put up a house as soon as possible. It rough  
 corral for the cattle had already been built for the cattle must  
 first be provided for no matter what supplies. The ranchero had  
 recently been married, and his wife was considered by all of us to be  
 the handsomest woman we had seen in this beach recently she was  
 as ladies like to be who love their lord. What remained of Sunday  
 after our arrival at the ranch. We passed in our usual wont in the  
 bushes and lounging about the house. At night there was some  
 home and we slept in the corral in making the next morn-  
 ing there were but about a dozen of them but they were all in good  
 order and the grazing appeared to be better around here than any  
 we had observed at the lower ranch. For dinner and supper  
 that day we were provided with some excellent meat beef, new made  
 cheese and is many things as we could eat. There better delicacies were



brought from the upper country where they grow in abundance. After supper we had an opportunity of witnessing a curious operation which to many of us was altogether new. They had recently killed a bullock and I was working at his head that interested us. We observed the following which had been in hand of us the preceding night. Digging a hole in the ground in which, after attaining the depth of about three feet, he built up a conical fire and kept it going until a sufficient quantity of embers were obtained and with these the bullock's head was covered up in the hole and the earth then thrown in and levelled off as before leaving the head to remain buried all night. That evening we got short of water at the house and desiring to do something to repay the hospitality we were shown, we determined to go off to the watering place we had passed coming from the house and obtain a supply. Therefore being furnished with a number of the buffalo bags which they use to carry water in the foreground, each man would try precisely near black which made us a collect location, and off we went in the darkness which was illuminated by the light of the torches to find the water which we knew to be distant about half a mile, in the direction of the river and somewhere amongst the sand hills. But the exact location we did not know. However, we were soon amongst the sand hills. But here we could no longer keep the run of the trail which had previously aided us, and a few minutes after we were hunting it up on our own responsibility, wandering about between every two sand hills we came to, up and down continually, until the torches began to grow very short and still the water was not found. However, kept on hunting and at last by the occasional impressions of cattle droppings which remained in the sand we were enabled to find the water and fell our vessels by the light of the short stump of the last torch we had, and soon after the operation was accomplished we were left in darkness. But this we did not show mind as we readily knew what direction to travel and reaching the interior ridge of the sand hills the light of the ranch fires guided us safe back again and we arrived at the ranch after about an hour's absence. Soon after this preparations were made by all hands for passing the night, a sort of tent of a couple of bullock skins was erected in which our host, sister and his sister slept, other skins were thrown out for our use, and as there was not sufficient to form a bed holding for all I resigned all claim to them and resolved to pass the night by the camp fire. There were one or two of my companions who necessarily came to the same resolution, but I happened to be the worst off of any of them. We then left the house it was with the intention of returning the same day and therefore we made no preparations for passing the night out. I had even imagined to bring a coat and rug.



I found a cornucopia in the first fire of good soft sand. a small quantity being kept together at one end of the bed for a pillow and next I laid on a shirt for a pad and sat. The bed was on the fore and, awake and asleep, I tried the mud for a while in the morning occasioning me to go out in the bush for wood with which to replenish the fire, the weather being pretty cool. When awake I gave all the company as we have seldom a much of a time at breakfast. On Monday morning as before stated I turned out at 7 o'clock. The day our Mexican companion of the preceding day and one of the boat crew being out at the same time and we all set out. The fire subsided and after some time we reached daylight. When all hands were called and the duties of the day commenced the men going out to milk the cows, whether we followed them and saw the operation performed. It was not previously intimated at St. Louis. After the milking was over we all fed as much as we wanted, and going to the beach for the boat logs, Mr. McCallan filed there with milk for us to take on board. Breakfast was soon after served, which consisted of the same as we had before. The day before with the addition of meat and milk, we having brought meat with us from the village to be served at the ranch. Yesterday the bullock that had been buried the night before was discovered and the hide taken from it. Having the meat cooked and dressed in as good shape as could be desired. This was excellent eating. And altogether we were in fairly a breakfast as we had eaten for some time. Soon after this bidding adieu to the ranch and its occupants we left for the boat. Shoved off and with a fresh sea breeze had a fine sail down to the boat arriving there at about two o'clock in the afternoon. Ascertaining the skipper and his gang to be still off to the leeward. The dinner when we arrived on board we were treated to turtle soup for the first time in the boat. The boatman having succeeded in catching a couple of green turtles the day before. We had previously made a great many attempts to catch one but this was the first one which was successful.

That afternoon, after receiving a description of a bird's nest by those on board, about a dozen of us took a boat and went ashore on the main land armed with clubs and guns determined to have a bird. If such a thing were possible. We went up the lagoon where the officers had gone deer hunting a few days previous, and landed about a mile from its mouth. Here the bird's nest was to be found. But to understand the plan of operations a description of the hunting ground is necessary. The lagoon on one side, and the weather bay on the other formed a long point of land.



for more than a mile was not more than a dozen sheep long the width so that the number who went ashore could easily stretch across the point and intercept any fox Riota that might chance to be below us; it was in this manner that a few days previous some of us, had come very near catching a Riota; the point was an excellent habitation for these animals being composed of a series of small sand hills or hummocks on which here and there grew a clump of low bushes that would well serve to shelter a running Riota. We had no doubt but that we should find quite a number between the point where we landed and the end of the point, and therefore, clubs in hand we stretched across the peninsula and walked slowly down towards the point, beating whatever bushes we came to that we might escape by being scooped therein but we continued to travel without seeing the Riota we had expected to and at last the extreme point was reached and there we all met like a parcel of fools not having seen a solitary Riota on the journey. We then proceeded back to the boat and returned on board. From this Riota point, the point where we were hunting is now called "Riota Point" and the bay running along it "Riota Bay". Riota point forms one side of the passage from the western to the middle bay and the point on the other side under the lee of which we then lay is called "Pican point" from the numbers of pelicans that are always to be observed sitting there. On Tuesday there was but very little business on board; the Land Quail was in along the island beach with a boat pulling in the forenoon and succeeded in catching one green turtle and another small turtle of the hawk bill species; the latter is the kind from which the tortoise shell in fancy combs &c. is obtained. The Land Quail saved the shell of this one complete, just as it was taken from the turtle. In the afternoon of Tuesday the captain returned from his expedition to the island, bringing with him, Fisher, the American ranchero mentioned in a preceding entry, several Mexicans, and the Dutcherman whom we saw at the Ranch who is now a member of our crew and known by the name of "Henry".

On the captain's return we were immediately made aware of his intended departure on an expedition which was to take all our former party into the straits. He designed going to an island known as "Comando" which is situated some thirty or forty miles from the head of Magdalena bay and not far from 150 miles from our anchorage near Pelican point. The journey was to be performed with the boat as far as the head of the bay, and the remainder of the distance to be traveled on horseback. For such a journey as this there



was necessarily a great many preparations to be made, and accordingly they immediately set to making such preparations. Fisher was the 2<sup>nd</sup> mate, the skipper and three out of the crew were chosen. The remainder of the boat crew being three. Moreover, when the captain had been taken up from the ranch with him a sufficient quantity of provision and water was put up, together with all the little necessities they might require and for a habitation they took a large tent which we had previously made out of an old studding sail especially for such occasions. Accordingly on Wednesday morning, every thing being ready, at five o'clock the captain, three of the sailors, Fisher, and several Mexicans, took their departure in the boat, for Comondo, intending to be absent eight or ten days at the least calculation. Before his departure the skipper had given the mate orders to remove the bark farther down to the leeward and anchor in a suitable place for taking more wood on board. A small lagoon was spoken of by Fisher as being an excellent place for cutting wood, and to this it was that we were to go, it was described to be just below the place where we had intended to visit the ranch. Therefore as soon as the usual work of the morning had been performed as there short and it being then calm, the boat started in shore where we cruised around for a short time. The calm continued nearly all the forenoon, but as soon as the sea breeze came in after dinner we took up the anchor made sail and kept off to the leeward. In taking up the anchor we for the first time discovered that it was not on the bottom, having either been lifted clear when we hove short or else raised by the rising tide, and thus nearly all hands had been off several hours with the bark all awash. It was thought by some in the forenoon that the bark had drifted in shore a little, but as she had moved but little it was not generally believed until we were ready to start; however, no damage was done by this inadvertence. Keeping the bark in nearly the middle of the bay and finding from ten to twenty five fathoms of water we continued on with a fresh sea breeze, until about five o'clock in the afternoon when the water suddenly shoaled from five to two and a half fathoms, as soon as this was known the anchor was dropped in a hurry. We were then about two miles distant from the beach and directly opposite the ranch road terminus, laying in fifteen feet of water, and the bark drawing fourteen so that she was barely a foot clear of the bottom, but fortunately the tide was rising at the time a boat was lowered and soundings taken in shore of us, thinking it probable that we might be on a bar. But the water was found to shoal very gradually from the bark, inshore and as our situation would be somewhat precarious at low water, it was determined to await the turning of the tide and warp the



bark further off shore by means of a kedge. Accordingly, when the tide be-  
 gan to run out, at about eleven o'clock that evening, all hands were  
 called, and bending a tow line to the kedge anchor, the latter was car-  
 ried off shore. And by this means we warped the bark off half a mile,  
 which, with a favorable tide, was easily performed. At this anchorage,  
 we still remain lying in five fathoms of water at low tide, so that  
 we now stand in no danger of grounding. On Thursday morning the  
 woodmen again took their axes and went on shore where the lagoon des-  
 cribed by Fisher was easily found: the wood cutting then commenced  
 and continued yesterday and to day in the same manner that it was  
 performed on the island, one half cutting one day and the other half  
 the next. The lagoon in which we have been cutting is very narrow and  
 crooked but deep, and the wood growing along its banks is much bet-  
 ter than that obtained at the island. It is no bush work here as there are  
 trees of considerable height and diameter. The wood is corded up where it  
 is cut and it is the intention to let it remain there and season, until  
 the whaling season is over, so during this time it would only be in the  
 way. We have cut in several places along the banks of the lagoon, and to day  
 were cutting about half a mile from its mouth. As the distance is too  
 great, from the bark to the shore, to pull back and forth at noon, the  
 woodmen always take their dinner along with them, and this is relished  
 on shore far better than it would be on board. Besides we find plenty of gar-  
 ters up the lagoon and plenty of crabs along the beach so that little  
 difficulty is experienced in getting enough to eat. The portion of the crew  
 that remain on board while the others are working, now occasionally visit  
 the shore but it is not quite so handy as the island beach at Pelican Point  
 was. The natives from the ranch have visited us frequently, and there  
 we have to pull off and on shore, but as they always bring milk, cheese &c  
 they are not altogether unwelcome visitors. The situation in which  
 we now lay affords us a different prospect from that which we  
 were accustomed to view when at Pelican Point. The Southern ex-  
 tremity of Margarita island is now visible and a portion of the  
 outlines of the lee bay can be distinguished. Near our former anchor-  
 age, up to the windward, a low tract of land extends from the bay to the  
 Pacific coast, separating high hills on either side, but the land to  
 the Southward of this dividing valley rises to a considerable greater  
 height and apparently more abruptly than that to the Northward.  
 In the Southern part of the island we can discover no more signs of vegetation  
 than could be seen from our first anchorage, but this may be owing to the  
 distance, as we lie full fifteen miles from it. To the South of the island  
 a passage opens to the sea but it is navigable only for boats and even to  
 them dangerous. This passage can not be seen from the bark owing to the



interposition of low land, the exact situation of which, in relation to the island, I cannot determine from the bark. This low land to the seaward of the "ice passage" as we call it, extends away off to the leeward gradually approaching the main land until the two seem to meet, but in reality they do not, as there is a passage through which opens into the lee bay. This can be observed more distinctly from the mast head. The main land to the leeward of us appears to be very woody, and several lagoons can be observed running inland but their course, owing to their crooked windings and the surrounding bushes and trees can be traced but a very short distance. The beach of the main land to the windward of us runs in a westerly direction for some eight or ten miles and its general course is then to the Westward, in the right formed by this curvature is what is called the mud hole. All our "business" for us, not yet had an opportunity of visiting but is the wood shipping is now nearly finished and the greater part of what was will probably be sent to the mainland again, and therefore we are perhaps of no better idea of the surrounding shores than can be formed by viewing them from the bark. The weather lately has been generally very pleasant. Since arriving down here we have had one violent shower which however lasted but a short time. This is the second rain that has fallen since our arrival in the bay. The land and sea breezes blow alternately here the same as at our former anchorage, but the sea breeze appears to raise more of a sea here than to the windward. We lay most long from the shore now to hear the nightly howling of the *Kiwas* which at Station Point were very familiar to us. And the various species of birds that were so numerous up there are much scarcer here as this beach does not afford them such advantage of our opportunities of getting a living. No whales arrive in the bay yet, and it is impossible to say how long it will be before they do, but probably not until the new year commences. Cowfish are very frequently seen in great profusion and often they are observed within a stone's throw of the beach. The scaly inhabitants of the water here are not so plenty as we used to find them in "fish cove", but the fishermen make out to catch enough to furnish us with a mess of fish-fish occasionally, chiefly about principally while the other species we have been accustomed to catching are scarce. However the fewer fish the more fishing. No news of the captain and his company has been received yet and by this time they are probably nearly, if not quite at their journey's end, and no doubt enjoying themselves, but this latter privilege is not confined to them exclusively, as another week will probably show.



Sunday, December 16th. 1855. Another  
 space of time so short long than the ordinary interval between  
 the entries, has now passed, but the reason of this will appear evident, as  
 the Journal proceeds. Saturday, the 15th. ult. left us in great expectations  
 of the game we were to have on the ensuing week, and all these expect-  
 ations have now been fully realized. Success is commencing. On Sunday  
 the 16th. one week ago to day the 1st. and 2nd. water were taken ashore  
 in the morning to pay a visit to the ranch and upon landing there  
 we found a deer that had long been pursued, at last fulfilled  
 this desire was of a very trifling nature, being nothing more or less than  
 that we might capture a Kiota, but its fulfillment gave all hands as  
 much satisfaction as a new toy would give a child three years old. We had  
 finally caught a Kiota, alive and well. The manner in which we cap-  
 tured him was as follows. In the day after our arrival here from Pelican Pt.  
 a small cask called a "sinky" was fitted with a sliding door at one end  
 which was held up by a string passing over the other end of the cask  
 and loosely attached to the spindle on which was the bait, similar to  
 a common box trap. This trap had been set on the day following our arrival  
 here and for two consecutive mornings the trap had been visited and  
 found to contain neither bait or Kiota the latter having been sufficient-  
 ly cunning to enter and depart from the trap not free, but on Sunday  
 morning the trap was ascertained to have secured one of the animals,  
 cunning as they are, he was in the trap, and it was soon ascertained  
 that he had been made by the prisoners former companions with the idea of re-  
 leasing him from his imprisonment but they felt that the captive  
 was beyond their assistance and therefore they did not leave him to his  
 fate. After opening the door of the trap to take a look at the game he  
 looked up and saw that he was in a manner so situated as to strain  
 himself of depriving such an innocent animal of his liberty any longer  
 he did look at the contrivance and all the cunning of his kind. At this  
 point of the most cunning simulation and by it he succeeded in making  
 the prisoners believe that he got him free that he was perfect-  
 ly sensible of it, willing to acknowledge it, and hoped that after this  
 he would be allowed to go free again and that if the prisoners were  
 wanted him he would evermore appear. The deepest sense of grief  
 came to me but his cunning was of no avail he appeared to  
 have been freed from his imprisonment. I let a Kiota be long to grant me such  
 a man when they did catch him, and therefore an attempt was made  
 to get him out of the risk in safety saying this he showed the prisoners  
 the position and would no doubt have done some damage if he could have  
 got an opportunity, but by working cautiously the mate after a while  
 succeeded in throwing a line over his back which drew up round his



I by it he was bound and cut up all manner of antics,  
 jumping and bounding in all directions but the rope around  
 his neck was continually tightening, and at last choked him  
 so that he was obliged to assist from the foolish owners. He at first  
 leaped and then catching and muzzling him with the light of  
 the rope attached to the neck I took him in charge and carried him  
 on board the bark in my arms endeavoring to soothe his passions  
 the mean time, but being of no use, all the kindness of his nature  
 was fully manifested, his eyes glared savagely and he made several  
 attempts to free himself but I held him securely and got him safely  
 on board. The 1st. and 2nd. mates had left in the launch when  
 we started off with 12 Kiota horses having been furnished them by  
 the Mexicans. Having got the Kiota on board he was tied up  
 by a long rope in the waist and then similar manœuvres to those  
 but in the waist through in the back were again performed but at  
 last he got over these fits again and lay quietly down he was not  
 however permitted to remain still long for someone was continually  
 bothering him; when we first brought him on board he ate wheat  
 voraciously, but in a few hours they got him so that he refused  
 to eat. At last came night he was killed and thrown overboard  
 by one of the boatswains who alleged that he was going mad, but  
 I think the deed was done for humanity's sake so much as anything.  
 However we had satisfied our curiosity respecting the animal and  
 that was all that was generally desired. From the good opportunity  
 that we had to view him, we could distinguish many peculiarities  
 that could not be observed from seeing one running in freedom.  
 This Kiota, (or coyote as the natives spell the name) was I suppose  
 a fair specimen of the species and they may therefore be described  
 somewhat as follows. Their general appearance is a mixture of  
 wolf, fox and dog, though the latter is predominant. The head  
 is very similar to that of a pointer but the teeth have a very  
 wolfish appearance and this fellow displayed his to a certain ad-  
 vantage. They are about the size of a common red fox but the  
 hair is coarse and gray and the tail long like that of a dog. The  
 most remarkable traits of their character are cunning and timidity.  
 The former they exercise to avoid danger and also in obtaining  
 their food. This we have had instances to come under our own obser-  
 vation when camping out for on such occasions they have taken pan  
 knives, spoons &c from the camp in the night, when we were sleeping  
 almost beside them. These articles they look merely to lick from  
 them what small amount of grease might have adhered to them  
 and in the morning these things were usually found at a short



distance from the camp. When at liberty, if pursued by man, dog  
 or anything else they immediately take to their heels, and  
 matter how many there may be together and they usually go about in  
 packs like other birds, flying from the noise. We were accustomed to  
 hear them make their harsh notes at night. This noise is sometimes  
 a rapid whistling and at others a sort of shrill bark, similar to the  
 bark of a wild dog. I believe they do no damage in the country  
 as at both places where I have visited they were a very frightened off  
 by the dogs. It appears from the display which was made by the one  
 that we caught that fear is an innate principle of their disposition.  
 But this I think is true of many animals in some cases. A great emergency  
 as in the one that came under our observation. But enough of Keel.  
 So the present they have done us very far from damage that  
 we should, and therefore to return from this digression to the present  
 rings of the week past. Several hours spent in search of all kinds of  
 things on the beach and on the shore. There were not many  
 that night but stopping at the mouth of the river they came on  
 board the next morning and then on expedition to the island was  
 immediately got up. Preparations for this had been made by the  
 previous coming on board. It was ascertained that there were  
 a species of fish over there which the natives frequently caught  
 he brought with him some to one of the men of the canoe  
 with whom we had already previously become familiar and the latter  
 also brought with him two or three spears with which the fish were caught.  
 It would not indeed be much a long stop on this expedition it did  
 not require a very long time in which to get ready and therefore at two  
 o'clock in the afternoon of Monday, the mole Kowale and a boat  
 were in which I was included started for the lee end of Margaret  
 island, a place we had not previously visited. There was but little  
 wind when we started and what there was was hardly favorable so  
 that we were obliged to pull nearly the whole distance. It was nearly  
 sundown when we arrived over to the island shore and by the time  
 the bay in which we were to encamp was reached it was about dark.  
 The tent, a boat sail was then erected and as made ourselves com-  
 fortable for the night. The situation of our camp that night was in  
 a place of low land which extended out from the base of the hills  
 in the distance of half a mile perhaps more. The low tract of land  
 the whole part of which was immersed at high water did not ex-  
 tend lengthwise of the island for more than a mile or two and the  
 water was not very deep. Several large trees which can no farther than  
 when the land commenced to rise. Before reaching the bay where we  
 encamped several sand bars were observed to stretch out beyond the



on swampy land intersected by lagoons and on one of these salt points  
 just below our encampment, on the opposite side of the lagoon, an immen-  
 sable multitude of shags were observed to be lighting and continually com-  
 ing from all directions until the ground for a considerable area was  
 perfectly black with them. After getting the camp in order, cooking  
 supper &c. we took a stroll off to the Northward until another lagoon  
 stopped our progress but on this journey in the dark, nothing particular-  
 ly interesting was observed. Returning to camp, we made up a row-  
 ing fire merely for the pleasure of seeing the flames rise, and be-  
 fore this had died away we were all turned in. I took up my quar-  
 ters for the night beside the fire without the tent and here got  
 a comfortable sleep being interrupted occasionally by the rust-  
 ling of the dry bushes close beside us, which rustling was caused  
 by the rate of which there appeared to be an immense multitude.  
 One several times more bold than the rest ventured out  
 to take a peep at those whom I suppose he thought were invading  
 his dominions but they made no attempt to dispossess us of  
 the camping ground he had seized upon pro tempore. On Tues-  
 day morning he turned out, got breakfast and then proceeded  
 farther up the lagoon where we had encamped in pursuit of  
 the fish that we came after: several were caught here, and pro-  
 ceeding farther up the beach and visiting other lagoons we caught  
 altogether about two dozen red fish, averaging about 15 lbs. each,  
 in weight. Ronaldo did all the fishing, and at this he was  
 very expert, picking them out from among the roots of the  
 bushes by the side of the lagoons in a manner that showed it  
 was his new business to him. In one of the lagoons a small  
 black bill turtle was also caught, and in all of them immen-  
 sable quantities of mullet and other small fish were continually  
 busting past us but there were rather too nimble to be caught with  
 a spear. About noon we knocked off fishing and proceeded up the  
 beach quite a mile or so farther and then, after eating our dinner,  
 squared away for the bark with a fresh sea breeze. The high land  
 of the Southern part of the island none of us had ascended but  
 he could observe that it did not differ materially from the North-  
 ern extremity, prickly pears and low shrubs being the only vegeta-  
 ble growth. About the middle of Tuesday afternoon we again  
 reached the bark safe and sound, and were all satisfied with what  
 we had seen on our short excursion. On Wednesday the mate  
 Ronaldo and another gang went down on the lee bay, returning  
 again on Thursday forenoon, much sooner than they had expected  
 to in consequence of a slight attack of sickness which the mate



a person during their absence. They had however succeeded in taking two green turtles and one very large Hawksbill, both of which were given to the natives. He also caught a snapper weighing a hundred and fifty pounds I should think, and then one of a larger size was fastened to the boat but he made his escape by parting the line attached to the spear. The shell of the Hawksbill was presented to the mate. This shell consists of thirteen different pieces joined up and down the back and four on each side, growing over each other in the same manner as a fish's scales. The natives here do not make a practice of getting it, but we are informed they can obtain something like three, or three and a half dollars for a pound of it and when sold the sea coast - but in the United States it sells for a considerable higher price.

On Friday morning a gang of wood choppers was once more felled out and sent up the beach where we had previously been cutting, to make a final completion of the job. They cut away all that was now standing the wood as before and it was then thought that we had a sufficient quantity coming on board so immediately set to work making preparations for our cruise down in the bay, in which a mission I wish to make one of the company. After we had got all ready to go we were detained some time in loading a number of people from the ranch, who were on board, so that it was nearly four o'clock in the afternoon before we were ready to take our departure to the bay. As we then started and being surrounded in the bay we were desirous of arriving there before dark, in order to pick out a suitable camp ground. At the head of our party was the third mate, so that when he was a good time was anticipated. When being then no distinction of persons as to rank or position was concerned. The others of the party were two boatsteersmen and four sailors, in all seven, and these all "kindred spirits" as far as related to the excursion. Sometimes or often, it is generally the case that when we are the most in a hurry circumstances are found to conspire against us, for on Friday afternoon when we were most in want of a strong sea breeze it very unusually happened to blow a heavy light and as we were in a pleasure excursion we could think of nothing so long as there was the least breath of a fair wind. When the breeze came along the boat we sailed and consequently might overlook us before we had fairly entered the bay. Some of those in the boat had been down in the bay with the mate on Wednesday, and it was for a long time on the beach where he had remarked that might be the place we were going to stop as that was the only spring ground that was in the best form of soil. But the wind gradually closed on us when we were almost in it, and in clearing the water we had laid out before us, it



Being acquainted with the situation of the flats, we soon ran aground. The tide was then falling and as we thought it useless to attempt to go any further, all hands turned in in the boat and there we lay until the tide raised and floated us again. All hands then turned out and again we started for the Eastern shore but in the darkness it was so difficult to shape a course and consequently we soon ran on the flats again after several such unsuccessful attempts as this to effect a landing on the Eastern shore, and finding that we could not get within half a mile of the beach in consequence of shoal water it was determined to try the Western shore. Having done so the other tack we went, and with a light breeze soon succeeded in reaching the low Western beach where we landed but in travelling some distance along the shore a dry spot could be found where we put a tent, for the ground seemed to be all overflowed at high water except where thick bushes grew, ascertaining this to be the case we again set sail for the Eastern shore, and as the wind began to fail we despaired of crossing the bay very quickly and therefore one by one dropped off to sleep, until at last the 3d mate alone was left awake, he being at the steering oar, and shortly after he dropped off also. How long we continued in this situation has not yet been accurately determined by any of the crew, but I happened to be the first that awakened, and then got up. I was somewhat surprised to find all hands in the same state, just described however what was more agreeable there was the Eastern shore of the bay just ahead of the boat and not more than a ships length distant. The boat with the sail set, and the steering oar bobbing up and down, was slowly drifting broadside off to leeward down along the beach, keeping about the same distance from it all the while, seeing this and thinking we might here find a place to lie up, I called all hands, and showing ashore we found an excellent place to spend the remainder of the night, the ground being dry and dry wood plentiful, had we hunted all night we could not have found a spot better suited to our desires. How far we had drifted no one knows, the place where we had landed was unfamiliar to all, and we were evidently much further down the bay than we had intended to go. However we did not care much for this, but building up a good fire we warmed our chilly limbs and then lay down around the fire. Morpheus soon embraced us all again. At the time we landed it was judged to be about two o'clock in the morning and therefore it was considered unnecessary to pitch a tent for such a short nap. After we had slept for a couple of hours we were awakened by the most horrid howling of kites that I ever heard, on previous occasions I thought I had heard these animals make a great deal of noise, but all the former yelling was not a circumstance to this. The birds surrounding us seemed to conceal legions of them, and they all seemed to be vying with each other in making horrible noises. In such a din it was impos-



sible to stay longer and therefore we all turned out as soon as the first streaks of dawn appeared and preparations for breakfasting were made by some, while others strolled off up and down the beach. I first took a short tramp down along until I had travelled rather more than half a mile from camp, here reaching a small sand eminence from which an excellent view of the whole ice bay could be obtained. This bay, at the point where I viewed it from, appeared to be about twenty or twenty-five miles in length, and the lee end being distant some four or five miles. The bay is enclosed by low land on both sides, the main on the eastern, and a long low sand island on the West. A number of lagoons, large and small could be seen leaving the bay and running inland all along the main, and in one of these larger lagoons the bay appeared to terminate; at the lee end a passage to the ocean was distinctly visible, with the white foaming surf of the Pacific wave breaking the whole way across it; these I think were the nearest breakers I have seen. An opportunity of seeing the voyage. The greater part of the ice bay is very shoal water, and the channels could easily be traced, forming their narrow and crooked way through the flats in all directions. These flats, as we afterward had an opportunity of observing are left bare for a considerable extent at low water; the lee bay is much narrower than any other part of Magdalena Bay we have had an opportunity of seeing, its average width not exceeding five or six miles. From the view I obtained from this slight elevation I could see that we were much farther distant from the bank than we had imagined as the Southern extremity of Margarita island lay considerably to the Northward of us. After being satisfied with the ramble to the beach I walked up along the beach, passed the camp and took a short tramp above it, but my progress in this direction was soon interrupted by a lagoon, and returning to camp we soon after eat breakfast which was very simple as we had not then had an opportunity to catch either turtle, fish, oysters or any thing else. On the preceding evening a very large Hawk Bill turtle had been struck while we were sailing down, over the flats, but the iron drew before we could get him into the boat. After getting breakfast, yesterday (Saturday), morning, all hands again embarked and slowly we proceeded up the bay on our homeward journey, cruising on the flats for turtle of which several were caught, and entering a number of the lagoons on the way. The lee bay abounds in lagoons to a greater extent than either of the other two bays, and in those which we visited oysters and fish were found more profusely than at any place where we had previously been, but oysters we knew to be plenty at our next intended encampment and the fish we were unprepared to catch, of the latter however we managed to get one, of substantial size. These lagoons which we visited are a very singular feature of the bay at their mouth they are frequently very shoal, a sand bar often stretching clear across, but as the distance from the mouth increases, the water gradually deepens and the bushes along the banks increase to trees of consid-



erable growth some of these lagoons we have followed up for two or three miles until the stream became so narrow that the branches, overhanging on either side prevented the farther passage of a boat, but still the water was there found as deep as in any part of the lagoon. Shortly after noon we arrived at the lagoon where we had intended to encamp on the preceding night (if we could have found it), and as we were still determined to pass one night there, the lagoon was entered and we proceeded up the stream nearly a mile until a former encampment of the natives was reached, and here we landed. This was the first open place on the lagoon, the land below, on both sides being covered by a thick growth of the wood which grows along the lagoons all over the bay. The lagoon which we were then in was the same one that, some distance farther up, we had travelled along and crossed on the memorable hunt for the ranch. The place where we now landed was evidently a sort of depot for the people of the ranch, as a small skiff was lying up on the bank, and pieces of boards, copper sheathing &c. lay scattered about promiscuously. These latter were ascertained to have been obtained by the natives from the wreck of the steamer Independence, that was run ashore on the Pacific beach of Margarita island, near its Southern point, a few years since. A greater part of this wreck still remains there, and we are told that the bones of the unfortunate who then perished, still bleach on the island shores. The signal fires of the survivors, built upon the island hills were seen by the people of the ranch. "But to our tale" upon reaching the place described, we landed all the provisions, bedding &c. together with one of the boat's crew who volunteered to perform the duties of cook and steward, and the remainder of us then went down the lagoon and out into the bay again to endeavor to catch more turtle. In this business, however we met with indifferent success, and soon started up the lagoon again to see how the cook got along. Arriving at the encampment the cook was found hard at it and dinner most ready. Soon after the meal was quite prepared, and we then sat down to enjoy as good a dinner as is not every day excelled: roast oysters, boiled fish, fried turtle, and a dish of sundries called from its color a black mess, were the varieties, these were all got up in a manner creditable to the cook as the way we devoured them fully testified. We had barely time to take a comfortable smoke, and gather fire wood enough for the night when darkness began to envelop us, and soon after we all disposed ourselves comfortable for the night in the tent; we were as might have been supposed awakened once or twice by the boat's anchor occasionally. One of the boat's crew affirmed that he had seen a lion grow distinctly at no great distance from the



camp, but feeling secure from the fact that no fire was blazing  
 directly in front of us this alarm did not make us very nervous  
 and we again went to sleep and slept until broad daylight the morn-  
 ing: upon turning out the boat was visited by some one who informed  
 us that one of the turtles we had left in the boat was missing and upon  
 examination what was considered to be the impression of a lion's foot,  
 was found making a regular track from the interior of the country  
 down to the boat and back again. This corroborated the boatsteerer's  
 statement relative to the growling which he had heard in the night,  
 and the natural conclusion was that the boat had been visited by a  
 lion during the night and that he had taken the turtle and walked  
 off with it. The missing turtle had been considerably mutilated by  
 a lion in catching him and the smell of the blood was probably  
 what had attracted the lion. The lion had carried him off and we  
 could see no reason to believe otherwise; it was impossible for the turtles  
 no matter how numerous they might be to take the turtle from  
 the boat and carry him off without leaving traces of an action,  
 and no such traces were observed. The distance from the boat to our  
 camp was probably thirty rods and the lion's track passed the camp  
 at a distance of fifteen or twenty rods so we supposed that the lion  
 in passing had heard some stir in the camp which occasioned  
 the growl already spoken of. This was a somewhat bolder stroke than  
 we had expected although these lions when hungry will sometimes at-  
 tack man; we have had accounts of such attacks by the heroes them-  
 selves, who after a long and hardy contested battle had succeeded in  
 killing the lion. One of these battles was fought not far from the place  
 where our adventure with the lion occurred, one of the men belonging to  
 the ranch having been attacked by one as he was traveling home a-  
 lone, but after a while he succeeded in killing the lion by means  
 of a knife which the natives always carry with them. Judging  
 from the skin of one which we saw at the ranch, I should think  
 the animal was about the size and of much the same appearance  
 as a panther. After eating a hearty breakfast at the camp this  
 morning we packed up and jogged slowly along down the lagoon to  
 continue our homeward journey, stopping along the banks of the  
 lagoon and cutting a number of iron poles. On entering the open  
 bay again we resumed our endeavors to catch turtles and in these suc-  
 ceeded admirably well, one very fine one was taken that would weigh  
 over 200 lbs. I should think. It was about as much as we could do to get  
 him into the boat. The male struck him and as soon as he saw  
 the man enter the turtle over he goes and grabs him by the flipper so  
 that escape for the poor turtle was impossible; this one I think was of



the loggerhead species, and the first of the kind that I ever saw in the bay. The greater part being green turtles, quite a number of Hawks bill turtles were seen but we did not succeed in taking any of them. Cruising slowly up along on the flats a turtle was occasionally caught, and at last rounding a point of the main land the old bark once more came in full view some eight or ten miles distant. It then cruised along slowly still starting up a turtle frequently, rushing him over the flats with the oars. Sometimes striking but more frequently not; one small turtle raised quite a commotion; he was seen at a short distance from the boat and the water being very shallow there, two or three of the boat's crew immediately jumped overboard and started in pursuit of him; the poor turtle, finding himself thus pursued, dodged in all directions, endeavoring to get into deep water but this mere dodging caused what he was endeavoring to prevent, viz. his capture. For in dodging clear of one danger he only ran into another and therefore after a short chase he was caught and brought into the boat; after this we were all overboard cruising about, and leading the boat up over the flats; after rounding the point which brought the bark in view we entered one more small lagoon and went up some distance, catching one or two turtles therein then coming out we proceeded up along the beach, close in shore, passing the mouths of some half a dozen lagoons until we arrived as far up as the lagoon where we were cutting across nearly abreast the bark, then making a straight wake for her we arrived alongside against a strong sea breeze at four o'clock this Sunday afternoon thus terminating the most pleasant excursion I have been on since we have been in the bay, but this is easily accounted for from the fact that we had no dignified skippers or "gussy" officers along to bother us; On board the bark, lately we find they are having quite lively times; when we arrived alongside this afternoon the bark had scarcely returned from taking ashore, Marcellino the ranchero from the weather bay, his wife and her sister, all of whom had been spending the day on board here. Besides this there still remain a couple of white strangers here who have but just arrived; one of these calls himself Osborne, a Kentuckian, and from this circumstance he has already become familiar as "Kentucky"; he is by marriage related to Fisher, the captain's companion, both of them having married sisters, and he has but lately arrived at the ranch from somewhere inland, Comodo, I think. The other stranger according to the yarn, has urgent business on hand. His statement is as follows; he says that himself and another man purchased a small boat in San Francisco and taking with them an Italian, and an Indian boy they came down the coast as far as Cape



St. Lucas. After his partner left for San Jose after this, while he (the stranger) was ashore at Cape St. Lucas one night his boat was stolen by the Indians a Gomm and a Negro as he has since ascertained, the Indian boy also going off with them. He states that the boat contained money and papers to the amount of \$36,000. and therefore obtaining some clue of the fugitives, he has followed them up the coast on horseback, from Cape St. Lucas to this Bay. Hearing from them all along. The last place in which he heard of them was at Todos Santos, a small seaport town some miles to the leeward of us, at that place he ascertained that they had been but a short time previous. Knowing them to be short of water, he thinks it likely that they may stop at this Bay, and if so he intends to intercept them. revolvers and knives are his body guard and he talks very desperately, - no wonder if he feels so if the circumstances are as he says. The mate is already interested in his behalf, inasmuch that he has fitted out an expedition for his especial benefit: the object of this expedition is to find Marcellano brought us news to day that there was a bark lying in the weather Bay, near the heads, now if the stranger's boat, should enter the bay and see a vessel laying there they would naturally board her, and it is to inform the Captain of said bark of the foregoing circumstances relative to the stranger's boat, and request him to detain her if it should visit him, that the boat is fitting out for the expedition to the windward. The 2nd mate goes in command, taking only a boat crew myself being one of the number, we intend starting to night, so soon as the S. breeze shall have died away, but the particulars of this excursion must be reserved for a future volume.

We yet receive no tidings of the skipper and his company. They have been sent from the bark eleven days and wherever they are, they must be enjoying themselves to remain so far away. The weather since the last entry has been very pleasant for the occupation in which we have been engaged, viz. cursing and as the routine for another week will probably be similar. I hope the weather more so. Nothing of the muscle diggers are yet seen, and somewhat contrary to expectations no whalers arrive here to keep us company. it would be very pleasant to have a ship with a good crew come in so that we might have company off on our excursions, and it would also be agreeable to have some one that we could see share the difficulties and the ups and downs of bay whaling with us, but for all this there is yet plenty of time, - half the whaling fleet might arrive here yet, before the whalers come in, and perhaps even another - it may furnish us with a companion. Time will show however, and for the present, we will once again, "dry up" and wait for further developments.



Saturday, December 22d 1855. The week ending with this date has been to us an eventful and interesting one and some of us have even turned pirates. But for the extenuation of such, I will state the particulars of the affair in which we were engaged first, as this commenced the week with us. Last Sunday evening at nine o'clock the expedition which was on the tapis at the last entry started for the weather bay. The sea breeze had then died away and taking our oars, we pulled up as far as Fiolala-goon a distance of fifteen or eighteen miles entered the lagoon and came to an anchor a short distance from its mouth, under the lee of Fiolat-point. Here we all lay down in the boat and slept until daylight Monday morning. All hands were then called, and as it was still calm, we again plied the oars, passing Pelican Point and hugging the island shore. At the expiration of a couple of hours passed in this manner a light and favorable breeze sprang up, and as the long pull had given us an appetite for breakfast, the sail was set and the aforesaid appetite satisfied as we journeyed on. At this time we were nearly abreast of the mouth of the bay. But still nothing could be seen of the bark we were in search of, although by the description that Marcellane gave of her situation, she should have been in sight then. Thinking, however, that she might have removed farther up the bay we continued on up along, crossing the passage and steering near the Magdalena island beach. The shores of this island are not dissimilar to those of Margarita island, but the land appeared to rise more abruptly from the beach, nothing very remarkable was observed as we passed by this high land with the exception of seeing an immense multitude of what we call "stingarees" a fish bearing a great resemblance to the flounder in shape and size. We followed a deep channel until above the high land, a distance of some fifteen miles from the head lands of the bay, and then striking across the flats we proceeded along near the low sand beach of the island. The wind having by this time increased to a fresh breeze from seaward, several bars and one low sand island covered with many description of birds inhabiting the bay, were passed and then getting into deeper water we kept off shore a little, standing more across the bay which gradually narrowed as we increased the distance from the entrance. Until some time after noon we continued on in this manner, until we judged ourselves to be 45 miles from the mouth of the bay and here we paused. We then thought that if there was any vessel lying in the weather bay we were far enough up to see her, but yet more could be seen and the conclusion that the bark we were in quest of had left the bay, was arrived at. From our situation then the shores of the bay appeared to meet to the Northward of us, and it was therefore considered impossible for any large vessel to be



lying up there to the windward of our sight. The shores of this part of  
 the bay were low and sandy on both sides, the main land having much  
 the same aspect as it has further down, but the island side appearing  
 more desolate of vegetation. Some distance to windward the island  
 again arose to a considerable height and there we thought must be the  
 extreme weather outlet of the bay. When making these observations we  
 were nearly half way across the bay, and having concluded that the bark  
 had gone to sea we squared away on our homeward passage. Thus far the ex-  
 cursion had been almost entirely without interest, and not liking to go  
 home without some fun, it was determined to go down and stop at Mar-  
 cellano's ranch that night, or if we could not reach it before dark to go the  
 next morning. Accordingly we kept well over to the main land, and with  
 the wind blowing fresh off the quarter the boat bounded merrily over the  
 water. After travelling thus for some time an unexpected obstacle to  
 our progress as we thought, came in sight ahead of us, in the shape of sand  
 bar which appeared to stretch from the main land nearly across the  
 bay, this was apparently all bare and to go around it would have occupied  
 considerable time. But thinking there must be an opening through it  
 somewhere near the main land side, we kept on and fortunately found  
 a narrow passage in which there was barely sufficient depth of water to  
 float the boat. This bar was very narrow and stretched across the bay farther  
 or than we could see it from its being so low, however, having passed this we  
 again had the open bay and deep water ahead of us, through which we con-  
 tinued, nearly running over several large turtle on the way, until the  
 shades of twilight began to deepen and we despaired of reaching Mar-  
 cellano's ranch that night. Accordingly we concluded to camp out  
 when we should arrive at a lagoon known to some of the boat crew who had  
 been with the skipper on an excursion to the windward soon after our  
 arrival in the bay. There we could obtain a good supper and find an ex-  
 cellent camp ground. The situation of this lagoon, we could then deter-  
 mine from a very high sand hill near it which could be seen from our an-  
 chorage near Pelican point. Accordingly we went, steering for the  
 sand hill and at nearly dark we arrived at the lagoon or rather cove  
 of our intended encampment, and here to our surprise saw a small  
 sloop boat riding quietly at anchor. This was at once conjectured to  
 be the vessel, the recovery of which was the object of our expedition,  
 although we had not expected to find her in the bay. There we had  
 need of all circumspection, as if this was the vessel we suspected, it was  
 our intention to have her alongside of H. Arab somehow or other, before she  
 left Magdalena Bay. Some advised boarding her at once and taking possession.  
 But as those on board were likely to make a desperate resistance according to the  
 information we had received, others were disposed to work cautiously, the Lord



mate was of the latter inclination, and therefore a circumspect course was adopted. Desirous of causing no suspicion we proceeded directly to the beach near where the sloop was anchored and here we found an old acquaintance in the person of a Mexican belonging to Marcellano's ranch, the same old fellow whom we took from Flota point one evening some time ago. This man was down on the beach hunting up a lot of horses and mules belonging to the ranch. There he had found but seeing our boat approaching he had waited to see who was in her. Being well acquainted with him we had quite a yarn together, and received an invitation from him to visit the ranch in the morning and get some milk, cheese &c. This invitation we accepted but circumstances which afterwards occurred induced us to alter our determination respecting that visit. While some were busy making a fire, and others gambling with the native, a small skiff was pulled ashore from the sloop boat by one man, who immediately came amongst the party and was at once recognized as a German. Entering into a conversation with him, all our surmises respecting the strange vessel were at once confirmed; he informed us that the boat belonged to San Francisco where she was then bound, having been down the coast as far as Cape St. Lucas on a trading and furling expedition; the Captain he said was an Italian and they had put into the bay to obtain a supply of water. In return for all the information that the German gave us we merely told him that we belonged to the whaling bark *Urob* of Fair Haven, lying at anchor in the lee bay and that as soon as we then out on a little excursion this satisfied him, and he then entered into a Spanish conversation with our native acquaintance bargaining with him for beef cheese and milk which was to be paid for in cash, flour, bread &c. After this was over, seeing us making preparations to pass the night on shore the Dutchman invited us to go on board with him where he said they had plenty of whiskey and would cook us a good supper. The Ind. mate finally allowed himself to be persuaded reluctantly of course in order to allay suspicion and therefore jumping into his boat he accompanied the Dutchman off to the vessel, emptying out nearly all our fresh water on the way, that we might not be obliged to supply them with any out of charity. When the Dutchman arrived within hail of the sloop, he allayed the fears of those on board by proclaiming "all right! it's a Fair Haven whaler" several times; they had evidently entertained suspicions of us and had sent the Dutchman ashore to ascertain who we were, our business &c. A very few minutes pulling took us alongside the little sloop and we all stepped on board. Gladly as its respecting the vessel then remained they were immediately dis-



pelled by what we now saw. Her name the "Livorno" her size, about fifty five  
 tons. She had one lateen sail and jib; and the crew composed of an Italian,  
 a German, a Negro, and an Indian boy, all answered exactly to the  
 description of Tom Warden, alias "Tom" Pepper, the California gentleman  
 man of the knives and revolvers who arrived on board our bark last Sunday.  
 We had also been informed that they were well supplied with fire  
 arms and ammunition, and not knowing with whom we had to  
 deal at first we all took care to act in such a manner that no sus-  
 picion should be engendered. No definite plan of action had been agreed  
 upon but we had concluded to trust to circumstances and therefore all  
 entered into the spirit of about the most agreeable game I have had this  
 side of Cape Horn. The Italian was evidently the chief man on board,  
 and seemed to be the most self possessed of the three. He talked English  
 very indifferently but appeared to be well instructed in his own tongue.  
 The darkey appeared to be the next most influential man and being  
 a little intoxicated, assumed the airs of a skipper and talked large-  
 ly, but of this the Italian took no notice, apparently well understanding  
 that he was master and feeling confident of his power. The introduction  
 to the darkey, which I received at once satisfied me respecting his  
 character, for as soon as we stepped on board he sided up to me and haul-  
 ing a brace of pistols from his pocket made a few remarks intended  
 to convey the idea that it would be dangerous to meddle with him.  
 He told me at first that he came out from home as 3d. mate of the  
 Bark Sea Breeze of New Bedford but a subsequent conversation between  
 him and our second mate, led to a recognition of the darkey, whom the  
 2nd mate remembered as a cook on board some ship with which he  
 layed in Timbory on his last voyage. The German appeared to be the least  
 interested of the three, he resigned submissively to both the others, and  
 did not have much to say relative to the sloop, all three of these  
 men were large stout looking fellows, and looked as though they  
 might be able to defend themselves, with the advantages they had,  
 against odds. The Indian boy, Tom was apparently about thirteen  
 years of age and a very eccentric sort of a youth; he appeared to  
 regard all the others alike, and did just as he was a mind to. We  
 had understood from Tom Pepper, that the boy Tom was not at all  
 implicated in the theft of the boat, but he seemed perfectly con-  
 tented with his situation, and being cook of the party he had an  
 eye out for business all the while. For while we were all very busy gam-  
 ming, the ship's style along and takes our boat Reg. as he thought  
 unperceived by any of us, from which he emptied all the water into  
 his own Reg and then replaced ours again. He immediately went to  
 work to get us some supper as soon as we arrived on board there, and



in a very short time we were treated to an excellent bowl of coffee  
 all around and also to a plate of fried ham, the whole being ser-  
 ved by as much as whiskey as we desired; the whiskey bowl  
 was continually passing around and its effects soon began to be  
 visible. We heard and spun all manner of yarns, the subject at  
 first relating to the vessel and their business, and on this subject  
 the darkey talked volubly. We endeavored to persuade them to  
 proceed down to the bark with us on the morrow, assuring them they  
 could obtain fresh water from her, and to this proposition the German  
 and the darkey readily assented but the Italian, whom we knew to  
 be the principal man, notwithstanding he was very reserved, said  
 neither yes or no; not that I think he had any positive suspicion of  
 our designs, but he evidently went upon the principle of trusting to  
 a stranger as little as possible. Various other subjects were introduced  
 after this, the whiskey bowl being kept continually full close at hand.  
 Singing soon came in the programme and was performed by both  
 parties, the German belonging to the sloop and a German of our  
 boat's crew sang in their native language; and the Italian fav-  
 ored us with several beautiful airs in his tongue; he had the most  
 excellent voice of any man that I ever heard sing; his manner too, in  
 singing was very expressive. he entered into the spirit of the song  
 with his whole soul, and although I could not understand a dozen  
 words of the language yet I could frequently catch the burden of the  
 song. I could have sat and listened to him all night, but Thacker  
 disinclined to favor us to any great extent, and it was with dif-  
 ficulty that we persuaded him to sing what he did, according  
 to his account he had but recently finished an engagement at  
 the Italian opera in San Francisco, he certainly had a voice far  
 above mediocrity. After his performance was over the darkey, deter-  
 mined not to be outdone even by an opera singer turned up his  
 lungs and we were then favored with what I should judge to  
 be an original production, not a word of which I could understand  
 from the manner in which it was sung; this was in imitation  
 of the Italian and as the darkey had about as much of a voice  
 for singing as a cow the imitation was short of being perfect, and  
 I could not help laughing outright at the air the darkey put on.  
 The subject of fire arms was at last introduced and in this, the  
 colored individual who was then pretty tight, entered readily and  
 brought every piece on board for us to look at. the lot was composed of  
 one rifle, one Colt's revolver, one Lewis revolver, and one single bar-  
 rolled horse pistol. These we were all shooting at the moon with and  
 to hit the mark, he were in a very fit condition. The darkey how-



ever continued to keep the Colt's revolver and the Pierce pistol. By this so that we could not get them into our possession without using force. The rifle was discharged and the 2nd mate kept a good run of it.

Things went along smoothly enough until about ten o'clock in the evening when the falling tide rendered it necessary for the boat to move or she would soon be aground. at this time there was not one of the company free from the effects of the whiskey. the Italian had however kept very straight drinking seldom and then he had half way promised to go down to the lee bay with us next morning but he acted all the time as though he thought there might possibly be something was going on. the nigger on the contrary had become extremely merry and every potation had added to his importance. the German was not greatly out of the way: on our side the 2nd mate boatswain and myself (no partiality), were the least elated of the boat's crew while the other three were a step further advanced. however having concluded to move the boat a little further out, the anchor was accordingly taken up and with poles they were engaged in shoving the boat along. when the boatswain whispered in my ear to stand by and turning aft I observed the Italian going head long over board propelled by the 2nd mate who had possession of the rifle in his hand the darkey, along midships, attempted to make an attack but the 2nd mate put him a crack on the head which staggered him, and as he was falling the boatswain hit him another punch which sent him tumbling down the hatchway and there I followed him to see that no mischief was done. when I reached him he was fumbling for the pistols which were partly drawn. when I snatched them away and hauled darkey out into the hatchway. upon going below I saw three of our boys collaring the German, by the mainmast. but he immediately surrendered without making the least resistance, and professed innocence of being at all accessory to any criminal transaction but that did not save him, and the first piece of rigging that was found, was cut and with it the darkey and the German were firmly bound, the Italian in the meanwhile had stopped near the boat a few moments endeavoring to get on board again, but being prevented he took an oar that was drifting about and started for the beach. we had no fears but that he would get ashore easily as the water was not up to his neck. for the whole distance, we might easily have taken him, but the 2nd mate said let him go and therefore he was allowed to escape without pursuit. The box Tom during this performance had been stowed away somewhere out of sight and calling him after it was all over, I got an answer from the hold where he had been told to go by some one of our



party when the row commenced. Whether came out a little frightened, but upon being assured that we intended him no injury, his wonted indifference again returned. After all, as we had now got possession of the Sloop with far less difficulty than we had anticipated, they were taken so sudden and unexpectedly that they had no time for deliberation or defence. True the odds, six to three, were greatly against them and by a regular set to, I suppose we might have easily taken them before, but in this manner some damage of a serious nature might possibly have been done, and this we were anxious to avoid. The plan we took was the best I think that could have been adopted under the circumstances. It seemed rather hard to use the poor fellows as we did after experiencing such hospitable treatment at their hands but we knew all the time that it was at no expense of theirs. The German upon being taken and bound, received himself with a good grace, declaring his innocence the while but from the previous little inconsistencies of his garb we were satisfied that he well knew all was not right respecting the vessel even if he had not been implicated in the transaction from the first.

The darker was in an awful way he laid all the blame upon the poor Italian. But this poorly corresponded with his language and the airs he had assumed but a short time previous. When I was in the hold with him he took a small bunch of keys from his neck and gave them to me at the same time requesting I should say nothing about having received them from him. These however I soon after gave to the Lord. mate. We made no examination of the hold that night, but having a light land breeze, as soon as the two prisoners were disposed of, we hauled the little skiff across the deck and by the assistance of Tom the Indian boy made sail, the Lord. mate, boatswain and myself together with Tom and the two prisoners occupied the "Livorno". While the remaining three of our party took charge of our own boat which was made fast to the "Livorno's" stern. The rifle and pistols had all been loaded as soon as we were in possession in case we should desire to use them. They might be ready and having them handy we stood down close the beach to the leeward, followed our boat towing as before. I took the helm first, the Lord. mate and boatswain walked the deck, and Tom, the Indian, turned in below but from this he was continually being roused out by the cry of a little more whiskey Tom sounded from some one of our party as the bowl would get empty; our boat was hauled up once or twice to the three therein and in a short time these got so they were unable to haul up any more, then turned in and went to sleep. Our prisoners at their corners



contract, were released from the cords as they had promised to remain perfectly quiet and as they were allowed as much whiskey as they desired, they soon saved us the trouble of keeping a very bright look-out for them by stowing away below and going to sleep. In an hour or more after we had got under way, and just as we were passing the large sand hill, we heard a shouting on the beach, which the boy said was the Italian. He evidently desired to come on board for he continued to follow us down along the beach singing out to us all the while, until he got so far off shore that his voice became inaudible. The poor fellow no doubt felt very bad, for he had neither hat, coat or shoes, or at the time of his exit from the boat and wanting this clothing besides being wet to the skin, and the night air quite cool, he must have been extremely uncomfortable. He was ashore there, too where he was entirely unaccompanied and being barefoot travelling was difficult. Besides he had no idea of the situation of Marcellano's ranch the only place for miles around where he could obtain food, and it would be almost impossible for any one to find this ranch from where the Italian was, unless he knew its location. The 2nd. mate would not, however stop for him and what became of him afterward we have not yet ascertained. The night was a very pleasant moonlight one, and I remained at the tiller until the moon was nearly down, steering for a couple of hours or so down the beach, pretty well off shore with the land breeze free, at the expiration of this time I began to feel somewhat drowsy from the silence that reigned, aided a little perhaps by the whiskey, and therefore being relieved by the 2nd. mate I went down and turned in, sleeping until daylight. Tuesday morning when upon turning out, I found that we had passed Pt. Pido. It during the night and then were but 2 miles or so to the leeward of it; a strong light breeze still continued and I again took the tiller. Tom turned out, started a fire in a small furnace and went to cooking breakfast, and the boys in our boat also awaking came up and had a drink all around. Breakfast, consisting principally of fried ham and an excellent cup of coffee was soon ready and we all eat heartily; by this time we were nearly becalmed close under the island at a short distance to the leeward of Fish Cove, the boat had already been in sight to the leeward but we despaired of reaching her before the sea breeze set in. The 2nd. mate again relieved me at breakfast time and during the light winds we were employed in overhauling below, and listening to the yams of our companions, the whurke continuing to pass around quite so frequently as before but no one could be said to have got positively light that day. In the hold we found a quantity of small stones, most of which had been purchased on the way



clothing belonging to Tom Pepper a sailor of the Italian, and several small boxes, opened by the keys the darkey had, which had been minutely described to us by Tom Pepper and said to contain his valuable papers, money &c. there we did not open. The darkey had some ten or fifteen dollars in cash, belonging to the boat, and this he delivered up to the 2nd. mate. The darkey, the German and the boy all had their own version of the affair relative to the boat; and both the prisoners endeavored to exculpate themselves as much as possible. The darkey's yarn was that he had been discharged from the whaling bark La Grange at Cape St. Lucas, and while ashore there he had fell in with the Italian who told him that he owned the boat; was bound to San Francisco, and at the same time offered him a passage up, which offer he had accepted not knowing that the case was any different from what it had been stated to him by the Italian. But this nigger had told so many contradictory stories on the preceding evening that none of his yarns could be credited. When questioned in regard to the papers that were in the boxes he said he knew nothing of them, that the Italian had always taken charge of them and that on one occasion he had observed him to throw a quantity overboard, after reading them; in this all three of them agreed. The Dutchman's story was similar to the negro's. He had been discharged from whale ship Nanticon at La Paz, and from there travelled to Cape San Lucas where he found the Italian and was offered a passage which he accepted in the same manner as the darkey. His story was far more plausible than the other and we were somewhat inclined to think that he was the least culpable of the three, although he was evidently well aware that all was not right respecting the boat, when we first saw him. The boy Tom, told the most straightforward and reliable story of the three and this I think was about the truth. He said that he had been left on board the boat at Cape San Lucas by Tom Pepper to stop all night, and at about ten o'clock in the evening the Italian, accompanied by his two confederates came on board and took possession, the Italian telling him at the same time that he should kill him if he offered any resistance to their proceedings. This frightened the boy, and the trio immediately got under way and started up the coast. They had stopped to trade at several places he said, but he was never allowed to go ashore. The negro and the Italian were continually in a row for the supremacy and on the day before Tom told us that they had a fight, in which the Negro wounded the Italian with a knife, whereupon the latter threw the darkey overboard, and kept him there until he would submit to his authority. The German, he said, was always very quiet and interested himself in the affairs but little. He also told



us that the Italian had several times told him that he would throw him overboard before they arrived at San Francisco. When they first saw our boat from the ship, he informed us that they were all closely examining her with a spy glass, and that the Italian gave him the loaded rifle to shoot as he directed in case we were enemies, but Tom said he should have taken good care to hit no one though as we have since ascertained, he is a dead shot with a rifle. The German and the darkey were both very communicative in matters not directly implicating themselves, telling us of their passage from Cape San Lucas, of heaving the boat down and cleaning her bottom the day before, preparatory to a start for San Francisco and various other matters of little import. The bark that Marcellano described as laying in the weather bay we ascertained to have been the George of San Francisco, she had left the bay, as we supposed, on Sunday morning. They had visited her from the ship, and purchased, bread, tobacco, &c.

Shortly after noon on Tuesday the sea breeze came in and running before it, the stood for the Arab, the three in our own boat doing the same, as he reared the bark, the darkey seemed to feel somewhat depressed in anticipation of meeting Tom Pepper, notwithstanding his numerous protestations of innocence previously, but the German, on the contrary, manifested considerable delight at having got out of such a scrape and talked of shipping on board the bark with us poor fellow, if he really was innocent, his treatment afterwards was not what he had a right to expect. After a couple of hours run, our own boat arrived alongside the Arab once more and shortly after, at four o'clock P.M. we also reached the bark, the prisoners immediately went up the side and the Dutchman, thinking he was not all right once more, started forward, but he was immediately recalled by Tom Pepper, and notwithstanding their remonstrances both the darkey and the German were handcuffed and then Tom Pepper had a very interesting conversation with them, which was principally addressed to the darkey, he recognized them both and told them what he thought of them pretty plainly, they endeavored to lay all the blame upon the Italian but he told them he knew very well who was most, and who least to blame, related their proceedings on the passage up, what they had sold who they had sold to, and what they had received for such sales, he even told the darkey that he was the man who carried the keys, he had evidently tracked them sharply and to the evidence that he produced the prisoners could not reply. They were then removed at us out of the society of the sailors and Tom Pepper commenced investigations on board his boat, breaking every thing out, and again stowing it, in this he was assisted by the big Tom, who appeared to be on an equality with Tom Pepper himself, advising and directing in the same manner. Many of the things that were on board when big Tom last saw the boat were then missing, but the greater part of these,



little Tom could give an account of. of the papers, many valuable ones were missing, as also considerable money, but for the greater part of his property he thought himself safe. What whiskey there was left in the keg he passed on deck and presented to the officers and crew, the latter getting quite merry over it. What appeared to disturb Tom Pepper the most now, was the escape of the Italian, on him he had sworn vengeance, and would have no doubt executed it gladly, if he could have got a chance. Possessed with this idea he accordingly fitted his boat out immediately to go up to the windward and discover the Italian if possible: at nine o'clock of the same evening he started, accompanied by the boy Tom, our mate and one of the boatsteerers, leaving the two prisoners on board of us to remain in irons until his return. Upon our arrival on board Tuesday afternoon, we were of course all besieged with questions relative to the affair in which we had been engaged, for those that had remained on board were sadly in want of something to interest them, as they had been doing scarcely anything at all during our absence. Our party were raised at the bark early on Thursday morning, and Tom Pepper immediately pronounced the larger of the two boats to be his own, under what circumstances we were approaching, none of them knew, and consequently many schemes for taking possession of her were invented by them; among other things the mate had loaded his whaling gun with a bomb lance, with the determination of blowing the enemy up, should they approach too near, but all their scheming did not happen to be requisite, after all.

Wednesday and Thursday passed off very quietly with us on board, there being nothing very interesting going on. The two prisoners whom we had on board were released from their bonds during the day time by the 2nd. mate, but they were kept all the time where they were by the cook & with the same food that we had. Soon after dark on Thursday evening Tom Pepper and company arrived on board from the weather bay having been unsuccessful in their search. They had first proceeded direct to Marcellano's ranch, thinking that the Italian might possibly have been seen or some one up there but no one had seen him, nor could any traces of him be discovered. After this they crossed the bay and boarded the whale ship *Leviathan* of San Francisco that was found lying at anchor up there. Upon going alongside of her they were very coolly received by the skipper who had his crew all on deck and armed, to defend his vessel against pirates, for such he considered those in the boat, and until the matter had been fully stated, he would not be convinced to the contrary. However when his fears had been dispelled they had quitted



an agreeable time, and the pirates were allowed to stop there all night. The skipper had his wife on board to entertain them, and the mate found two old acquaintances in the persons of the 2nd and 4th mates of the Leonore. Tom Pepper had left word at the ranch for them to inform him if any thing was heard of the Italian but having waited until yesterday, Friday and hearing no tidings of him, he came to the conclusion to leave without him and accordingly made preparations to that effect, laying in a supply of water and provision which he obtained from the mate. About ten o'clock in the forenoon he had all his supplies on board and then the prisoners were brought forward, the handcuffs which belonged to us, taken from their wrists and a stout cord substituted instead, in putting this on, no mercy was shown, so that it was impossible for either of the prisoners to get adrift. They were then put in the boat, separated from each other, and Tom Pepper and little Tom, bidding us adieu jumped in also the former took the tiller and away they went heading down toward the lee pass, where they intended to go out to the sea. This terminated a very highly interesting affair and one that afforded us more fun and food for conversation, than any circumstance else, of very recent occurrence. Tom Pepper's destination was La Paz, on the California Gulf coast. He intended to stop at all the intermediate ports on his journey around, and arriving at La Paz, to deliver up his prisoners to the civil authorities for a trial, but it was thought very probable by some that he might judge his own cause and execute his own sentence when he got them outside. I think there is little doubt but that he would make short work of it, if his prisoners should offer the least resistance, for he was well prepared for such an emergency. Also yesterday morning, our Kentucky friend who had been on board of us ever since his arrival on Sunday last, obtained a boat and crew from the mate to go ashore for the purpose of visiting the ranch. The whole boat's crew that took him ashore, also accompanied him to the ranch, where they remained until nearly night, then all came down and returned on board again. Kentucky with the rest. At the ranch they had found a party of a dozen or more Mexicans who had but a short time previously arrived from La Paz, by whom they were informed that there had been a disturbance in La Paz between the citizens of that place and the American Consul, the mob had tore down the Consul's flag, and the Consul had despatched information respecting the action to the proper Mexican authorities, if amends are not made it will probably create considerable disturbance. One of the La Paz company, who were at the ranch, came down and then on board in our boat with Kentucky.



Kentucky yet remains on board of us and furnishes us about  
 as much amusement lately as everything else combined, in spin-  
 ning numerous yarns relating to pretty much everything and  
 these yarns he tells for the effect which they produce. More than  
 anything else. To day (Saturday the 22d.), to finish up the week in  
 proper shape, our skipper arrived from Comodo after an absence of sev-  
 enteen days, the same gang returning that went with him, with  
 the exception of one or two Mexicans that were exchanged for oth-  
 ers of the same sort. The boat was heavy laden with flour, oranges,  
 figs, wine and numerous other articles belonging mostly to the  
 Captain and Fisher. she came down to the bark under a heavy  
 crowd of sail with a fresh sea breeze and in coming alongside  
 the skipper, in consequence of not laying her around quick enough,  
 ran her head plump against the side of the bark, and this so  
 shattered the old boat as to render her almost worthless, but she  
 was previously very bad. After the boat was unloaded we learned  
 a few particulars respecting the voyage to Comodo: they had pro-  
 ceeded along without meeting with anything unusually interest-  
 ing until they had reached a distance of nearly one hundred  
 miles to windward of the entrance to the Bay; here they quite  
 unexpectedly found the Bark James Andrews, Capt. Kelley, hav-  
 ing hauled up there to whale it through the season. When they  
 discovered the Jas Andrews she was nearly high and dry on the  
 flats, but for a vessel to run aground in this bay is considered  
 nothing unusual or serious, there is no danger but that they  
 can get off again uninjured, but such occasions may frequen-  
 tly cause considerable trouble, such as lighting ship, &c. So far we  
 have been very fortunate in this respect. Upon falling in with  
 the James Andrews, our skipper of course had to stop and have again  
 and at last Capt. Kelley concluded to go to Comodo also. our gang  
 however went on ahead but Kelley followed soon after; the place  
 of embarkation was distant from the Jas Andrews about thirty  
 miles and from there to Comodo the distance was thirty six miles.  
 It was on the beach where they embarked that our boys erected their  
 tent and in company with a boat crew from the Jas Andrews, passed  
 the time away very pleasantly while the skippers, Mexicans, &c. went  
 to the town. The boys are well satisfied with the fun that they  
 had up there, but still appear glad to get home to the old bark once  
 more; in coming down they stopped one night on board the Jas. Andra  
 and another on board the Leonore lying in the weather bay.

Thus have we now got righted again, and all hands are once  
 more at home, ready for whatever may turn up next, and



certainly, after all the varieties of the past week we cannot imagine what will next happen: - perhaps the man in the moon may next come down and give us a visit. The weather of this week has all the while continued quite as pleasant as we could have desired, the usual alternation of land and sea breezes still prevail in the same manner as heretofore, the latter sometimes setting in pretty freshly. The whales and whalerships still continue to absent themselves from us, but the whales we confidently look for very soon, whether or not the ships will arrive is more than we can determine. The *Comet* I believe is to stop and try her fortune in the weather bay, but there she will be no company to us, we want one close by and for the accomplishment of this time enough yet remains. However as this entry has already been lengthened out to a considerable extent, we will now draw it to a close hoping that another week may bring us a companion and that it may be as fruitful in interesting incidents as the one just terminated.

Saturday, December 29th. 1855. At last we begin to see some prospect of a change in the state of our affairs and it gradually becoming more apparent every day. This change first commenced on Sunday the 23d. ult. for on that day what should appear to us but a musk digger alive and well, judging from his actions. This was the first one we had seen in the bay, and it had previously been determined that as long as he remained the sole occupant of this bay, no whales should be disturbed until they began to feel at home here, lest they might be driven out of the bay altogether, but notwithstanding this praiseworthy resolution, as soon as the fellow was seen on Sunday the male could not be satisfied without knowing, and accordingly having obtained permission of the captain, down we went and pulled off in the direction of the musk digger, which we found looking as nervous as life. We came as those we caught in Bheringe's straits more than a year ago, we made no attempt to get on to him or otherwise frighten him so as to make him leave. We saw him first over towards the island but he was slowly travelling up into the mud hole ever since then we have seen quite a number of whales and as they continue to arrive thicker and thicker, the whole the whaling operations will probably commence before long. This week taken as a whole, has been the most quiet one that we have passed for a long time, and there has been but very little of a very interesting nature going on either on board or abroad. I have not been on a single excursion during the week and there has been a great scarcity of such work lately, more so than in any week which we have been in the bay. The boat



have been off cruising up towards the mud hole several times looking around amongst the whales to ascertain if any of them had calves, but none were discovered under these circumstances. It is chiefly for the purpose of calving and bringing up their young that the muske diggers enter this bay coming, as is supposed from Northern regions. As soon as the calves begin to appear whaling commences, and then they say it is impossible to drive the whales from the bay.

We were all on board or near the bark until Thursday morning and then the 2nd and 3d mates fitted out and started for the lee bay for the purpose of ascertaining whether there were any whales there or not. On Thursday night, Osborne, our Kentucky friend with several Mexicans left the bark for Comodo, in a whale boat belonging to Fisher, which our carpenter had for several days previously been employed in repairing. For this job he is to receive payment from Fisher. Yesterday (Friday) our desire for company was gratified in the most agreeable manner we could wish by the arrival of the whale ship L. C. Richmond of New Bedford Capt. Cochran. We observed her standing over towards us from the island in the morning and various conjectures were expressed as to who she was some pronounced her to be the L. C. Richmond, and if it proved to be her we were sure of meeting with a very agreeable crew, for we had lain in Lahaina with them in the spring before starting for Kodiak and knew by actual observation that they were a jovial set of boys. When she was yet some distance from us the mate took his boat and crew and started to board her, arriving alongside we ascertained that it really was the L. C. Richmond, and going on board we were heartily welcomed by the crew who immediately recognized us. They were just from Lahaina and gave us glowing descriptions of the good times they had there, there being some forty or fifty ships lying in port with them. They had taken 900 blk of oil in the Ochotsk sea during their season North which goes far ahead of our whaling notwithstanding we have been out nearly double the time they have. The L. C. Richmond came to an anchor about a mile to the windward of our bark and shortly after two of her boats started off on an excursion to the lee bay, where they expected to fall in with our boats that were then down there somewhere. We remained on board of her until nearly night and then returned to the bark again highly pleased with the game. The Richmond had entered the bay on Thursday afternoon and layed that night near our old anchorage at Pelican Point. To day (Saturday), both our boats and the L. C. Richmond returned from the lee bay. They had all got together down there and had a first rate time, so the boys said. No whales were



seen down there by any of the company. This was the only excursion of the week. On board the bark we have had but very little to do and most of the time has been very largely passed away the principal labor required of us has been to pull off and on shore taking the large *Figues* back and forth. They send the bark for the purpose of trading, ostensibly, but the probability is that the greater part of them come for something to eat. They come from some distance interior and arriving on the beach have the assurance to build a fire or make some other signal for a boat and as soon as the signal is observed from the bark away go a boat's crew of us to bring them off, and arriving on board perhaps they purchase a shirt or some other article of equal value merely to keep up appearances. From the ranch we are frequently visited by Fisher, Remond, or some of the rest of the family. They supply us with milk and beef occasionally. On the 25th which was Christmas they had quite a celebration at the ranch so we understand some of the sailors however, obtained the privilege of going up there; our captain went and took along with him a couple of gallons of rum, so that they most likely kept warm, if nothing more. Christmas is always celebrated by all the Spanish Americans in such places as we have visited and the day is looked forward to with more pleasure than other of their holidays. To day our captain again went up to the ranch accompanied by Capt Cochran, of the *Richmond* and they yet remain about, intending to stop overnight, our skipper being a very particular chum of Fisher just now, and there by having the entree at the ranch for taking him off and on shore so frequently as we have lately. Fisher expressed his thanks to us and told us that he intended to give us a siver (Wills) of figs as soon as his boat should return with them from Comodo. This is a generous offer, but whether the figs will be forthcoming, yet remains to be seen.

The weather with us has continued pleasant all the week, but the sea breezes have lately been much stronger than before, also setting in somewhat earlier in the day. These breezes are sufficiently strong to prevent us from whaling if we were engaged thus, but as we have been idle a greater part of the time it is pleasant to see them blow. But these idle times cannot continue much longer, our days of grace have nearly passed and as the whales continue to arrive it will not be a very long time before operations commence. The *L. B. Richmond* is to stop here and keep us company through the whaling season, and we shall therefore have some one to sympathize with or laugh at, as the season may dictate. Our captain and Capt Cochran have entered into a mutual agreement to allow the whales to travel around the bay unmolested until such time as calves shall begin to appear and then we are to go in strong. The whales are mostly all seen either in



The mud hole or its vicinity swimming about where the water is not more than four or five fathoms deep whaling here must from this fact be a very small business and we are somewhat anxious to enter into the merits of it not so much in the hope of getting any oil, as with a desire to witness the proceedings in taking it. Strange doctrines in this subject are preached to us by those who have here fished for musclediggers and probably we shall soon see if the stories they tell respecting them are true.

Saturday, January 5th. 1856 The old year has now been swallowed up in the unathomable vortex of the past, another year of promise has pleasantly dawned upon us and another week has passed away as quietly as its immediate predecessor. But little cruising about on shore has been done by any of us, excepting officers and skippers who have occasionally taken a trip to the Ranch. While the remainder of us have been very agreeably employed gamming with the L.C. Richmond and passing away the time as pleasantly as possible. The boats from both vessels have been cruising about as they were last week, nearly every day searching for muscledigger calves, and all prepared to strike a whale if one should be found. But we have seen none of the infant Leviathans yet, and therefore the heads of the families have not yet been molested. These latter gradually increase in number and can now be seen in various directions, although the greater part of them circulate near the mud hole and it is in that direction that we have generally cruised in search of whales. In these expeditions considerable rivalry has existed between the officers of the two vessels respecting the sailing properties of their boats and we frequently have had a trial with each other. But our boats in these races rather took the shine off the L.C. Richmonds, notwithstanding which, they still continue to blow on them as before. The proceedings on one day of this week were a fair sample of those of the week taken as a whole as they have been on our part but little varied. This however has been quite a pleasing monotony as we have had but little to do, excepting the usual travelling to and from the beach with the Diggers which kept but one boat crew employed at once. There has however been several arrivals that interested us more than the ordinary comings of the Diggers. One of this kind was the arrival of a man named William Davis from La Paz. He was then discharged as 3d mate of the Ship, *Sautier*, of New Bedford (the same that the Dutchman of the Tom Pepper affair left), and travelling on foot from La Paz to this bay he found one of the boats on the



beach and came on board of us. He has since agreed with the Captain to  
 head the bow boat through the whaling season in the bay, and then if agree-  
 able, to proceed farther with us. As we have also another William Davis on  
 board for convenience sake the new cinner goes by the appellation of  
 "Long Island" that being the section of country from which he hails.  
 Another arrival on board is that of a Mexican whom the Captain hired  
 at Comonde to perform a seaman's duty through the whaling sea-  
 son. He seems to be a very agreeable companion and frequently enter-  
 tains us with a song. A third arrival, which is the most important of  
 all although it does not directly concern us, is that of an old carpenter  
 and his family, who also come from La Paz, but they have taken up  
 their abode on the beach dwelling in a tent which our skipper sold the old  
 fellow. He has been for many years a resident of this country and has pas-  
 sed nearly every whaling season, at this bay where he has found employ-  
 ment from the ships by which he subsisted. Our mate immediately recog-  
 nized him as a carpenter he had seen here seven or eight years ago. His  
 family consists of a wife and three or four small children and out of com-  
 passion for them our skipper has taken him under his patronage, accom-  
 panying the old carpenter came a young Englishman, who in distinction  
 from the carpenter whom we call "Old Bill", is called "young Bill". He  
 either ran away or was discharged from one of H. B. M. vessels of war, and  
 is "saller" specimen of a sailor than he is I have not lately seen. The yarn  
 which "Old Bill" spins us respecting his appearance here is that he has  
 come over for the purpose of procuring the iron work from the wreck  
 of the steamer "Independence" lying on the Pacific beach of Margarita  
 island, of this iron he says there is an immense quantity and that  
 the rollers are also still perfect, as for these latter, he is under a contract to  
 deliver them to the Mexican government that designs putting them on  
 to a small steamer which they are building. The other old iron work he in-  
 tends to sell the whaling skippers that visit the bay so cheaply that it will  
 be greatly to their advantage to purchase it. There is many a ton of  
 it over there he says, and our skipper I believe has agreed to take a consid-  
 erable quantity of it. The manner in which this iron is to be obtained  
 is described to us by "Old Bill" as follows. He says he has a large num-  
 ber of jackasses on the way over here from La Paz, and these he intends  
 to transport to the island where he will set them to work hauling the  
 iron out of the water, and as it will be necessary to have a boat for  
 the transportation of the jackasses, iron &c. he desires to obtain a boat  
 from the Captain for that purpose. Besides this he wants several carts to  
 assist in raising the heavier portions of the machinery, and would also  
 like to have a few of us to help him, if the Captain could spare any  
 men. The principal thing that "Old Bill" sticks to, though, is carrying the



grand scheme seems to be capital every thing that he desires to obtain from the captain. He also desires credit for and that he should enter into such a speculation as he discloses to us without a dollar of ready money appears very singular. However as the scheme progresses so shall it be chronicled, since the skipper has resolved to patronize him. The same state of weather that we have had all along still continues, and with such weather it will be pleasant fishing when we do commence. The skippers of the L. C. Richmond and Arab have entered into an agreement, so the game goes, that they shall both commence the attack upon the musch diggers at the same time, and this is to be as soon as any calves are discovered, it cannot be long now before the calves appear for the whales, as before stated are constantly increasing, and spouts upon the mud hole over towards the island, and all along to the windward are almost continually visible. We have lately been taking a long rest - which may be compared to the serpent coiling himself before he makes a deadly spring. so with us, we are now laying off preparatory to making what will no doubt be a very terrible dash at the poor musch diggers, and judging from our past exploits, it will be extremely surprising if we do not totally annihilate the whole species. But time, that great unraveller of all mysteries, will show how correct our conjectures are. The skipper and officers, of course have great faith, but this I am sorry to say does not, as a general thing extend any farther. To the developments of another week however, we all begin to look forward with anxiety.

Saturday, January 12th. 1836. Singular and mysterious as it may appear, the week ending with this date has witnessed a very considerable change in our condition as regards the quantity of oil taken during the voyage, but to proceed with regularity, and the change will then become apparent as it occurred. The manner in which the change was brought about, was as follows: on Sunday last two boats belonging to the L. C. Richmond were off up to the windward, cruising around amongst the whales as we had frequently done previously, in the search for calves. Now our boats were off and in occasionally glancing at the Richmond boats to our surprise one of them was at length observed to be fast to a whale. This was a direct breach of the contract which the skippers had entered into respecting the sharing of whales, and consequently the after guard were slightly annoyed to think they should have gone off and struck a whale in the manner they did. The whale was



struck over in the direction of the island and about three miles distant from the ships so that it could easily see how they got along with him. The second boat did not strike at all but the first boat followed the whale in close and he was very soon spouting blood, before having run far the other boats from the Richmond and then started off to assist in towing and as soon as the whale turned up they hooked on and towed him alongside. we then took the male on board the S. C. H. to have a look at the whale and arriving there ascertained the particulars relating to its capture. Capt. Cochran himself had struck and killed the whale unassisted by any other boat and therefore he could blame none of the officers for causing the breach of promise. He seemed to think that perhaps he had not acted perfectly right and for his exoneration stated that the striking of the whale was almost involuntary on his part, for the whale had risen near the boat, heading towards her somehow, and he had lain perfectly still until the whale passed within dart of the head of the boat, and then he of course fastened. The whale was a son that had not yet calved and called by all hands about as large a muscle digger as anyone they had ever seen. They immediately got up their cutting gear and cut the whale in that night, it being about four o'clock in the afternoon when they arrived alongside with him. That the Richmond should have got a whale before we did vexed our captain exceedingly, although I cannot consider Capt. Cochran to blame in the least for striking the whale as he did, no doubt any boat heeder on board either the ship or bark would have done the same thing with the same opportunity. indeed I have seen our boats attempt to strike a whale with not half the chance which Capt. Cochran stated that he had.

This occurrence on Sunday was the commencement of the whaling. The ice had been broken and accordingly on Monday morning, long before daylight we had two boats down and on their way to the mud hole prepared to strike any whale that should be met with. The 1st. and 3d. mates were down and shortly after the sun arose and when we were rather more than half way up to the mud hole and distant from the main land beach about three fourths of a mile a muscle digger was raised, attended by a small calf. This was the first calf we had seen and the smallest specimen of the whale kind that I had ever witnessed previously. The manner in which the whale must be struck if struck at all was by a vigorous application of the asti. and accordingly bent to the oars, determined to try the matter and her infant and good part any how. The boatmen received orders to strike the cow if possible, but if not to put an arrow into the calf's back. if an opportunity should offer, we continued to follow the old cow many dodges or about twenty minutes. I should think, when "start



up" was heard from the male, and quickly jumping on his feet, the boatsteerer having a chance at the calf but none at the cow, darted his iron into the snout of the former and we were once more fast to a muscle digger, though one of a smaller size than any we had ever been fast to before. However, we considered ourselves fortunate so far and as the boat greatly stopped the headway of the calf, no great difficulty was anticipated in getting an iron into the cow, and to accomplish this the 3d. mate was endeavoring to the best of his abilities, when suddenly our iron drew from the calf, which we saw a moment after, several ship's lengths from the boat, and thinking the cow to be with him, we commenced hauling in our line preparatory to making a second attempt, thinking ourselves a tremendous fortunate the while, we were thus employed when, suddenly and unexpectedly, crash went the cedar, and away went the boatsteerer, and after carsman overboard while the remainder of us were variously disposed in the boat. I was standing between the two after athwarts when the accident occurred and while busy coiling the line down in the tub I suddenly found myself most unceremoniously tumbled over and slewing around I just got a glimpse of the old cow's tail as she drew away from the boat, somehow or other she had got strayed away from her calf and before we were aware of it she was right under us, the mate was the only one in the boat that saw her coming, passing under the boat from forward ast, when she had drawn far enough alone to fetch the boat a good tap she did so striking the boat on the Starboard side, just by the after athwart and striking so spitefully that a small hole, occupying four streaks, was made on that side, by means of the athwart, four streaks were also cracked on the Larboard side. The whole transaction was so speedily accomplished that there was no chance for any one to get frightened. The boatsteerer, and after carsman went overboard handsomely the former was standing up in the stern sheets hauling in the line, and the other sitting upon his athwart, when the whale struck both were lifted out clear of the gunwale and launched nearly two fathoms from the boat. The after carsman being nearest the boat was immediately into her again, and the boatsteerer catching the bight of the line, which was towing astern, hauled him up to the boat, and he got on unimpaired by the ducking as was also the after carsman. The whale had in the instant left upon striking the boat, and therefore for her we had no further fears but there we were with a stricken boat and to pursue the whale any further would have been somewhat difficult for us. The greater part of the side was above the water, so that by keeping the boat heeled a port, we could easily keep



her free but as she was also badly cracked under water one was so fast  
 busy hauling all the time. It put the mate in very ill humor to think  
 he were stowed by a loose whale, at first he declared his intention of con-  
 tinuing the pursuit but immediately seeing the folly of such an  
 idea he abandoned it and we started for the bark then distant four  
 or five miles, leaving the 3d. mate still endeavoring to strike the whale.  
 On our way to the bark we met the 2nd. mate and Mr. Davis coming  
 to the rescue they had not previously understood what the matter  
 was with us but after an explanation of the circumstances, they con-  
 tinued on to assist the 3d. mate in striking the whale while we pre-  
 ceeded on board and hoisted our stowed boat in on deck for repairs.

The other three boats chased the whale that stowed us several miles up  
 in the direction of Pelican point but their endeavors to strike either her  
 or the calf were vain and raising another cow and calf they gave up  
 chasing the former and started in pursuit of the latter, after a short chase  
 the 2nd. mate succeeded in getting first to the calf and the 3d. mate im-  
 mediately after struck the cow but with this whale alas! we were also  
 to experience misfortune, for no sooner had the 3d. mate struck the cow  
 than tit for tat, she hauled off and struck him or rather the boat, some  
 where forward breaking the keel and shattering her head considerably also  
 carrying the 3d. mate and boatswain over board, but no one in the boat  
 was injured the 3d. mate I believe was in the act of lancing the whale  
 when she stowed him, the boat was knocked so that it was altogether impossi-  
 ble for the crew to remain in her and they accordingly were taken into the oth-  
 er boats and for a short time longer they continued to pursue the whale but  
 without getting very near her again. Seeing our many misfortunes of the day  
 on board the L. C. Richmond they lowered a couple of boats and went off  
 to the assistance of our 2nd. 3d. & 4th. mates, they had all remained on  
 board in the morning in order to give us an equal chance with them they  
 having got one whale, their boats however, could get no where near the whale  
 that stowed our 3d. mate, although they chased him away over to the round pole  
 and thence down along the coast for some distance. The 2nd. & 4th. mates towed  
 the 3d. mate's stowed boat on board as soon as they saw no further prospect of  
 saving the whale and hoisting her in on deck, we then had two stowed boats to  
 repair and one whale in compensation. We had previously made up our minds  
 to meet with an occasional disaster in whaling, but to have two boats stowed  
 the same day and that too the first day that we commenced, rather took us  
 down, as well indeed it might. After arriving on board with the mate's  
 stowed boat in the morning, a new boat upon the house was immedi-  
 ately commenced upon and that night she was all ready to lower. Accord-  
 ingly on Tuesday morning we again started off to try our luck. The boat  
 of the Richmond remaining on board that we might catch up with



them if possible the 1st and 4th mates lowered this time the 3d. mate  
 being obliged to remain on board in consequence of his stove boat. we  
 took the same route as on the preceding morning, and not far from  
 where we had raised the cow and calf then, another cow and calf was raised  
 which all three boats started in pursuit of, and after a short but sharp  
 chase the 4th. mate (Mr. Davis), succeeded in getting an iron into the calf  
 which of course brought to both cow and calf immediately. The 2d. mate  
 then pulled ahead and struck the cow without any difficulty and then  
 came our turn in the mate's boat. we worked with a loose boat, the mate  
 shot two or three bomb lances into the cow, and gave her several brandings  
 one of the latter setting her sporting blood when we had been fast about  
 half an hour, our boat then got fast to the whale immediately, and the  
 three mates commenced a dancing which soon terminated the career  
 of the muscle digger mother, who had showed us an excellent chance  
 and given us but very little trouble. As soon as the whale had expired  
 we hooked on to her and with a fair wind the three boats soon brought  
 her alongside the bark, and before night the blubber was all on deck.  
 This was rather better encouragement than we had met with the day  
 before and placed even with the L. C. Richmond in number though  
 our whale was the smaller of the two by a considerable. On Wednesday  
 morning the boats of both vessels lowered our boats took the same  
 route as on the two preceding mornings, while the Richmonds boats  
 went up over towards the island, both parties met nearly up to the sound the  
 and here we raised one or two cows and calves for which all the boats were  
 pulling contrary to a former agreement. neither of the boats however got  
 near a whale and after laying about there a short time longer all of them came  
 down on board. From we had observed that day it was evident that the offi-  
 cers of the L. C. Richmond would not scruple to "goose" at every opportunity,  
 and as we of course would be likely to do the same we should probably have been at  
 swords points with each other before this time, had a correspondence not been  
 formed by the two skippers. I think the skippers themselves had some such  
 idea, and well knowing that such a state of things would be extremely dis-  
 advantageous to both parties, it was agreed after coming on board Wednes-  
 day, that the boats from both vessels should go to the ice bay together the  
 next day and share the proceeds of the expedition equally. On Thursday  
 morning therefore, bright and early (for we had a long way to go), the Rich-  
 monds boats came alongside of us and leaving the bark together we  
 started for the ice bay the party consisted of the 1st and 4th. mates  
 of the L. C. R. and the 1st and 4th. mates of the Ark, in all six boats.  
 The light land breeze then blowing proved us nearly all the day to windward  
 soon after daylight we had entered the ice bay immediately after several cows  
 and calf whales were raised and the chase began, all six boats starting for



the same cow and calf. The former of which our mate soon got fast to but before having an opportunity to get a second piece of craft into her the men drew and away went both cow and calf, up to the windward where the 1st & 4th mates of the Richmond, together with our 2nd mate followed them, while our 1st and 4th mates accompanied by the 2nd mate of the Richmond went farther to the leeward in pursuit of more whales that we saw down there. The three of us got in pursuit of a cow and calf down there and for a long time we continued to follow their dodges from one side of the bay to the other, first one boat then another making the chase but neither could get near enough to strike although the boatmen stood up several times. Until finally the mother and child made a straight run up the channel on the Eastern shore of the bay, and the three boats then at straight gunning. The mother boat we were behind the other two but after just standing for a few moments we passed both these boats overtook the whale and got an iron into the calf after the longest and most tiresome chase we have yet had, and just as we were ready to give up in despair. Then all of a sudden the calf was struck and the two boats that were with us immediately pulled up and endeavored to strike the cow. She showed a very bad chance, but the 2nd mate of the L. C. R. at last got on to her, rather closer than was desirable too and the boatmen gave it to her solid with two rows, as soon as the first iron struck her, she also struck, hitting the boat on the Starboard bow and knocking her several feet in our boat we thought we must be very badly damaged, but the boat was a stout one and the only damage that she sustained was having one or two of the upper struts slightly cracked, not enough however to prevent her from working around the whale without difficulty. Immediately after the boat had got clear of the whale, the iron drew from the cow and there we were as bad off as before. The next approach to the cow was made by our 4th mate, and he went in close to the boat had, for the cow, suddenly rising under his boat nearly capsize her, then hauled off and struck her on the Starboard quarter, knocking the stern nearly off and starting some every streak on both sides the boat then rolled over immediately and we looked anxiously to see if the crew were all safe. The 2nd mate of the L. C. R. pulled a line stowed boat immediately and we saw them take the after oarsman who was deep in the boat, but our anxiety respecting him was soon removed, by ascertaining that he was not badly hurt. He had been struck by something, probably an oar, when the row was stowed, none of the others in the boat were at all injured. The stowed boat and her crew were then taken to the beach by the 2nd mate of L. C. R. and landed at a short distance from the place where a party of us, were some time previous, looking for a camp ground. On the memorable night that we passed afloat in the lee bay. This Western shore was now not more than half a mile distant, so that they took the stowed boat



there in a short time, while they were absent nothing could be done to the whale, for our boat was now the only one left with her, and we were fast to the calf, lying the whole length of the line astern of him, if we were to cut from the calf, away both it and the cow would go, and therefore the only thing to be done was to hold on to the calf until another boat should get fast to the cow. The three boats that had separated from us in the morning had for some time been out of sight to windward, but suddenly one of them, which we knew by the sail, to be our 2nd. mate's boat, was raised coming down to leeward, well over to the Eastern shore of the bay, while we were on the Western. We well knew that he was in quest of our party but it was evident that he saw nothing of us, as he was not steering at all towards us, seeing this we set a hail, which he soon observed, and immediately steered for us. upon his arrival, we ascertained that the party with which he had been, had fared full as badly as ourselves, they had continued in the chase of the whale with which we left them, until the mate of the L. C. R. had struck the calf but at the same time the cow was directly under the boat, and rising she knocked it several times, staving it badly, but fortunately injuring none of the crew. the 4th. mate of the L. C. R. had got fast to the cow & lanced her several times, and our 2nd. mate had now come down for our assistance not knowing what had befallen our party since we had separated in the morning. But to leave the whale which we were fast to and go to their assistance, the mate thought would be foolish and therefore said we would first kill our own whale then go up and help the others, at the same time desiring the 2nd. mate to try and strike the cow, but this he seemed disinclined to do, and could not be persuaded in that way. the mate next requested him to take our line and hold on to the calf while we tried to strike the cow, but this request also was not complied with. our 2nd. mate saying he thought we had better wait until the 2nd. mate of the L. C. R. should return from taking the stoven boat ashore. for this we did not have to wait long, but when the boat arrived we did not progress much more rapidly than before, at first, the 2nd. mate of the Richmond took the right of our line and hauled up to the cow near enough to shoot three or four bomb lances at her, which did no good, and our 2nd. mate once took our line in the same manner to strike the cow, but he did not succeed, neither of these officers seemed at all inclined to approach very near the cow, but after some time spent fruitlessly the 2nd. mate of the L. C. R. took our line again resolutely hauled up and got fast to the cow solid, at last, although the feat difficultly and coming no where near getting stove, the fear of which had previously been the principal difficulty. After this we



experienced no trouble for the mate of the Richmond soon arrived accompanied by the 3d. mate of the R. who had seen them fast to windward of us from the ship, and lowered to their assistance. when they left the whale the 4th. mate of the R. continued to chase her over towards the island. they had anchored the L. C. R.'s stover boat, where the accident occurred and the mate and his crew came down in the 3d. mates boat. The mate of the L. C. R. then got into the head of our 2nd. mates boat, exchanging places with him, and then pulled up and commenced lancing the whale. our boat had at this time been fast to the calf laying the length of our line from him, for nearly three hours, but as soon as the change in the proceedings occurred, we came from the calf and both the mates commenced lancing the cow, both working with a loose boat; after a few lances had been darted into the whale by both these officers, the mate of the L. C. R. at last gave her one that set the crimson current flowing from her spout hole, and a few subsequent punches soon thickened it; the whale then started slowly up to the windward, directly toward the ships and as the sea breeze had then set in pretty strong and the afternoon well advanced, we had no fancy for pulling to the windward any further than was necessary, that night and therefore allowed the whale to run unmolested; our mate had got fast previously and taking the other two boats in tow, two boats being fast, we layed off and looked at the whale. After towing a short distance in this manner, the crew of the L. C. R.'s stover boat, were put into the two fast boats, and the loose boats cast adrift, our 2nd. mate starting over towards the island in pursuit of the 4th. mate of the L. C. R. of whom nothing had been seen since he was chasing the whale over toward the ice end of the island as before stated. The 3d. mate of the Richmond went back to the leeward to bring our 4th. mate and crew on board the bark. In travelling up to the windward with us, the whale passed close by the Richmond's stover boat, and certainly then in her must have had some disagreeable sensations while the operation was going on; there was but one whole athwart left in her, and the gunwale and upper strakes for nearly the whole length, on both sides, were entirely gone, leaving the bare boat timbers sticking up all around and giving the boat a very forlorn appearance, the crew told us that the whale struck her several times, and they, the whale were variously disposed about her in the water, until our 2nd. mate picked them up. when they gave this whale up, she had one or two crows in her, and a considerable quantity of line wound around her body, besides having been lanced a number of times. The whale to which we were fast, continued to run slowly to the windward, heading for the ships, spouting blood until he had shed it all out of him and then



he again spouted clear, but was not the clear spout of a healthy whale by any means. We had made up our minds for a long and tedious pull to the windward, when the whale first spouted clear, but she continued to rise until we reached the ship and how much further she would have gone, unless we had prevented her, it is impossible to say. She took us within hail of the bark, and then it was thought best to bring her to as near as was possible, therefore, the Richmond's boat being in ahead of us they hauled up and lanced her quite a number of times until at last she expired very easily and sank like a balist stone, in sixteen fathoms of water, about a mile to windward of the ship after having towed us a distance of fifteen miles, and that too when we were every moment expecting to see him go in his flurry. Anchoring the whale where she sank, we returned on board once more, arriving alongside a short time before sun-down. The 3d. mate of the L. C. R. with our Bow boat crew arrived alongside of us some time after dark, and at about the same time our 4th. mate came on board from his search for the 4th mate of the L. C. R. but notwithstanding he had been the whole way over to the island, nothing was observed of the missing boat. There was however, no general anxiety manifested about her then, as the absent 4th. mate was well acquainted all over the bay, and it was supposed that he had followed the whale until it was too late to come on board, then landed on the island, there to pass the night.

The occurrences of this day (Thursday), rendered it necessary that we should continue in company with the L. C. R. a little longer, and from having got along so well together, a permanent copartnership has since existed and will continue to exist between the ship L. C. Richmond, and the bark Arab. Accordingly, yesterday (Friday), the several boats belonging to both vessels were employed for the mutual benefit of the firm: no whaling was done as we were full of other business, caused by the transactions of the preceding day. The dead whale was to be taken care of, the eleven boats to be got on board and what now began to create some anxiety, nothing had been seen of the L. C. R.'s missing boat, two of the Richmond's boats were accordingly despatched, the first thing in the morning to look for the absent ones, whom we now began to fear might have met with some serious accident. The other boats were employed, through the day in looking out for the dead whale, getting the eleven boats on board from the lee bay, &c. In the afternoon we succeeded in raising the dead whale, which was immediately taken alongside the bark and cut in. The eleven boats were also brought up from the leeward, ours floating quite buoyantly all the way in consequence of having a boat sail drawn tightly around her down her stern and then being well loaded down forward. The two boats



that went off in search of the missing 4th mate and his crew, also returned in the afternoon, bringing the 4th mate's boat in tow, right side up and whole but we could see no crew in her and from this circumstance we anticipated that some serious accident had occurred, before the boats reached the ship, but the reality far exceeded our worst anticipations for immediately after the arrival of the boats we ascertained that three of their number whom but the day before we had parted from in the enjoyment of life, health, and merriment, had gone to their last account. The circumstances of the disaster, as since related to us by the survivors are as follows they state that they continued in pursuit of the whale that we last saw them chasing, and which made directly for the passage entering the sea to the leeward of Margarita island across this passage heavy breakers roll continually, but the whale continued on, entered and passed through these breakers, seeing which, they knew that further pursuit was useless and even dangerous, and therefore they ceased pulling when sufficiently far from the surf to be out of danger, as they thought, watched the whale pass through the surf to the sea, then put up the mast to return to the ship, but just at this moment, when they were all ready to leave, a roller suddenly and unexpectedly broke directly under the boat, immediately capsizing her, and from the record of the sea, probably, she was drawn seaward where the surf was rolling heaviest, they however all stuck to the boat although with considerable difficulty, frequently being dashed from her by the driving surf but again regaining her, the boat all the while rolling over and over, at last, after some time passed in this manner, the boat at length drifted outside of the surf, and they then endeavored to get her clear of it altogether by means of paddles, but being full of water, and hindered probably by the motion of the sea, they did not make much progress, and at the change of tide they again passed through the surf in the same manner as before, and thus they continued passing back and forth until exhaustion at last began to overpower the weaker ones and as their companions could not long be of any assistance to them, one by one they were washed from the boat for the last time until three of them thus perished: there were the cooper and two of the foremost hands, one of the latter died on the bottom of the boat in the arms of his fellow sailor, who still survives, the poor fellow's last request was that his name should not be made known by publication, being desirous that his friends should never ascertain where he had spent the latter part of his life, he was a native of the Northern part of New York state and a man whom I should judge to be about forty years of age, the other two that were lost were both young men, one an American the other an Englishman, but both having of late resided in the United States. The



boat was first capsized at about four o'clock on Thursday afternoon and at about ten o'clock yesterday forenoon the survivors were picked up, having consequently been in the water about eighteen hours clinging to the boat as their only hope. The boat that went in pursuit of them first cruised all along the beach toward the lee end of the island in hopes of finding them ashore there somewhere but continuing down to the leeward farther they at length discovered the boat bottom up, just inside the breakers at that time and accordingly making all haste, they succeeded in reaching her and taking off the remaining three who were the 4th. mate, boatswain and foremast hand, before she again entered the surf, when there were picked up they were nearly exhausted and it could not have been much longer before another of their number must have gone, neither of them saw the approaching boat until they were within hail of them. The place where they had been drifting to and fro through the night was considered to be a mile distant from the beach, this distance they might possibly have swum when first capsized but it would most likely have been more than some of them were able to do. the surviving foremast hand told me he should have tried it before running the risk of passing through the surf again, but it would have been impossible for him to have reached the shore in the exhausted condition which he then was. The surf the whole way across this passage breaks over a bar, but on this the water is so deep at all tides that they could derive no benefit from this circumstance, once they obtained a footing on it, but the surf dashing fiercely against them would not permit them long to retain it. On one other occasion their hopes of being saved were augmented by seeing a light on the low beach to the southward of the passage and with the design of attracting the attention of whoever might have been there they all shouted until they could scarcely speak, but received no answer, if there were any one on the beach it must have been a party of Mexicans out on some expedition, and if such were the case the roaring of the surf would have prevented the voices from being heard at the distance they were, but I am more inclined to think that the light which they saw was the effect of a disordered imagination rather than a reality, or perhaps it might have been a star low in the horizon, which in their circumstances they readily supposed to be the light of a camp fire. The place which was designated by them as where they saw the light, was a very unlikely one for an encampment, it being nothing but a low bar sand island. The survivors of this sad calamity are now doing much better than could be expected, the fourth mate, of an



constitution, not even going off duty, but the other two experience the ill effects of their exposure and partial drowning, rather more. Such a fearful accident as this necessarily threw a gloom over both ships companies, from our close intimacy with them of late, on board of us we looked upon them almost the same as our own shipmates and miss them very much. Considerable blame was at first attached to the officer of the boat, but subsequent disclosures have exonerated him in a great measure.

To day, (Saturday the 12th), four boats only were lowered in the morning, our mate again taking his old boat which had been repaired. We proceeded up to the mud hole and there the mate of the bark struck a calf: the 2nd. mate of the L. C. Richmond then hauled up by our line and struck the cow: the mate of L. C. R. next came up having lowered after we had got fast, and shooting several bomb lances into the cow, she was soon spouting blood, which in a short time terminated her career. Another boat then lowered to assist us in towing and the six boats hooking on soon brought the whale alongside the L. C. Richmond where she was this afternoon cut in, and thus has our first week of whaling terminated in respect to the whale taken, far more favorably than we had expected, but otherwise, it has been a sad six days work for us. We have however, now obtained a very good idea of Magdalena Bay whaling, and from what we have so far observed the following remarks may convey an idea of some of its peculiarities. It is no doubt the most exciting kind of whaling that is carried on, the whales have the name of being the most cunning, the most ugly, and taken with the most difficulty of any species of whales that are captured, and so far we have found no reason to contradict such assertions. The shallowness of the bay renders them a much more dangerous antagonist than they would be in deep water, and the waters of the bay are so muddy that a whale can scarcely be distinguished at the distance of a fathom beneath the surface. In striking one of these whales the process is very different from what it is off soundings, where to get near a whale much caution is necessary, but in here, as soon as the whale is raised, none other but a cow and calf being chased, the boats all start for her with oars and it then becomes a flight and a pursuit in earnest. But in her flight the cow labors under a great disadvantage from being accompanied by the calf, and were it not for this, she would immediately distance any boat that might pursue her, but her maternal affection is so strong that she will never leave the calf unless spealing blood or else mortally wounded, the calf having but recently come into the world is unacquainted with the danger he is in, he is hurried and therefore does not exert his utmost abilities to escape, or perhaps he may be so young and weak as to be unable to swim fast enough. But in either case the cow endeavors to impress the little fellow with a



sense of his dangerous situation in order to help him along as fast as possible and sometimes she assists him by lifting him along with her flukes, and takes him under one of her fins and in this manner frequently gets him along as fast as a boat can pull. but she will hardly ever be more than a fathom from him no matter what danger she may thereby place herself in. after a boat has continued the chase until the cow thinks she is coming rather too near she will perhaps turn short round and go the other way. but as we generally chase them in from three to eight fathoms of water, all these dodges have their corresponding waker at the surface and thus by her wake the whale may be followed nearly all over the bay. and following her in this manner the calf at length gets tired or careless and lags a little thus giving the boat an opportunity to get near enough to put an iron into him. we generally prefer striking the cow, if possible, first, but as in her flight she seldom shows anything more than her spout holes above water. this is not always to be accomplished in striking the calf. we are very particular about striking them well aft, so that the iron will not kill them. for in such cases the cows are rendered perfect devils. or even if the cow loses the run of her calf for a moment she rushes about in a frenzy until she finds him again and at such times all boats must stand clear. it was by the cows losing the run of her calf. I think that our mate got stove on Monday, and by killing the calf on the same day. that the 3d. mate got his boat smashed. The mate of the S. C. Richmond also got stove in striking the calf. the cows are always bound to kick no matter whether they themselves or the calves are struck. After getting fast to the calf, advantage is taken of the maternal affection of the mother to get an iron into her. for as the calf then stops at the surface of the water the greater part of the time. a boat is generally near enough to strike the cow when within dart of the calf. to strike the cow in this way we find the safest and most expeditious way is for one of the loose boats to take the right of the fast boat line while the latter lays out astern so as to be out of the way. by the fast boat line the loose boat can then haul up as near as the boat head or chooses, and also keep a good run of the cow all the time and watching his opportunity, getting a short distance astern of the cow and suddenly hauling ahead when she is observed rising to open a chance for striking is soon obtained. this method of striking a calf under running a line, and find it far superior to guessing as to where the cow may be and thus endeavoring to strike her. It was by this latter method that our 4th. mate got his boat stove on Thursday in the lee bay and in the same manner the



Lord mate of the S. C. Richmond came very near meeting with a similar accident. As soon as a boat gets fast to the cow, the mates commence with their guns and born & lances, and with either there or a hand lance the whale is killed. The credit of getting a whale is given to the officers as first gets fast, no matter whether it be to the cow or the calf, and notwithstanding the cow may be killed by another man, as soon as convenient after the cow spouts blood, the calf is always killed to prevent any misunderstanding which might arise from seeing him travelling around. Besides if they were allowed to go free, I hardly think they would at such a tender age, long survive the parent. Where we go to raise these whales, which is generally up toward the mud hole, none, but cows and calves circulate, but over towards the island, bull whales are quite numerous. The cows and calves, are frequently not seen until very near the boat, owing to the cows going about so slowly with her spout holes just laid clear of the water, and the spout just raising clear of them, so that it can be seen but a very short distance. The weather which we have for chasing these whales, is well suited to the business, in the morning, from the time we lower until about ten o'clock in the forenoon, it is either a dead calm, or else a very light land breeze, so that the waters of the bay, being perfectly smooth, afford us an excellent chance for chasing and striking. But if a whale is not struck before the sea breeze sets in, it is almost useless to chase any longer, as the wake cannot then be very distinctly traced, and in running to the windward the whales will also gain a considerable advantage. It is busy work, this whaling, there must be no idling if a whale is to be struck, but pull, pull away boys and that too with all your might. So far our mate keeps in advance of all the other boats in striking and getting whales, having struck four, of which two were saved, and as he generally intends to lower when any one else does, belonging to his boat, I shall perhaps get enough of it before the season is over, but at any rate there is some fun in it and I shall probably have as large a share in it as any one.

On board the vessels, the whaling makes plenty of work for all hands whenever they are on board. The whales so find time enough to cut in the same day they are taken alongside, so that all hands can be employed at it, the operation takes two or three hours to each whale. The head is skinned and cut off overboard, the bone being so small as to be worthless; it is also white instead of black like the bone of a right whale. The blubber we do not put below, but land it on deck in the waist and there cut it up, those that remain on board when the boats are down are sufficient to mine and boil it, this being superintended by the captain who always remains on board. The quantity of oil which these whales yield is very fair for the size of the animal, but they are now all very fat which



makes them of considerable more importance than those were that we took in Bhering's straits, on our Arctic Cruise. The one which Capt Cochran of the S. C. Richmond got on Sunday last, as gauged at the cooler, made them 10 bbls. of oil. This was acknowledged by all to be the greatest quantity of oil they ever saw boiled out of one Ripsack. The one which we first boiled, got by our 4th. mate, made us about 40 bbls. These two whales, one to each vessel, were taken before we parted and consequently the Richmond is and will remain 30 bbls. in advance of us, as the whales taken while we are in company are divided equally, without regard to who struck or killed them. The inhabitants of the shore do not of late, visit us quite so frequently and numerously as they were accustomed to do some time since. But as a boat goes ashore occasionally for milk, beef, &c. a few have been off and on our boats however are not employed going to, and fro for the especial benefit of the Pagos any longer, as we have other business of more importance which occupies our attention. "Old Bill" the carpenter from L. Pr., makes a perfect failure of his iron business; he has obtained an old boat from our captain and visited the island once or twice, but he at length concluded the speculation was not a profitable one and has therefore abandoned his grand scheme, it was supposed to be a humbug from the first; wonder what the Mexican government will say when their boilers are not forthcoming.

Our whaling operations of another week, we trust will not terminate so disastrously as they have the present week; those who study in the school of experience I believe are considered to arrive at a greater proficiency in the studies they pursue than could be obtained from any theoretical knowledge, in many cases at least and I think we have experienced enough during the past week to give us all a chance to improve through the next; in one short week, between the two ships, we have lost three men, and had five boats stove, three of these being knocked into a very disagreeable shape, but in being stove three five times, I believe there is not one of the cases which with our present knowledge could have easily been avoided. But we have only had to pay for our learning in this respect and if it should prevent future accidents of this kind, the learning after all will have been cheaply purchased as in obtaining it no lives were lost or no bones broken. However in another week's time we shall better understand what benefits have been derived from our recent experience.



Saturday, January 19th 1856. We have now got well interested in bay whaling and the second week has passed off very well with us although we have not been quite so fortunate in some respects, yet we have been far less unfortunate in others, which more than compensates for not taking quite so much out. For commencing the week as we did, we were underwriting of the success which has since attended us for the boats were lowered on Sunday last the same as on any other day, and we proceeded up to the wind hole where cows and calves were raised as usual but we chased them in vain; none of the boats could get fast, and generally speaking, the sailors were glad of it. It is nothing but greediness that sends boats down to catch a whale on Sunday in this bay, at sea the case is far different; there, whales are seldom seen and to lower for them on Sunday is considered very proper, but in Magdalena bay we are sure of seeing them every day and a ship cannot get enough for one week in the six working days, she ought not to have any at all. The crews, also after having been hard at work all the week, need rest when Sunday comes, and in giving them this rest I think no person interested loses anything, for in letting the whales also rest one day in seven I imagine it would be a great advantage to the whaling for the remainder of the week.

On Monday the boats made a second expedition to the lee bay where a number of cows and calves were seen and chased all over the bay; our mate succeeded in getting an iron through one of the cow's flukes but it drew again almost immediately before a second boat could get fast or anything else could be done, the boats all chased the same whale for a long time afterwards and scarcely a boatman in the crowd did not dart at him some of them several times, but a good chance could not be obtained and therefore no one got fast to her again, nor could any other whale be struck although we gave them some hard chases, the reason of this is alleged by some to be on account of the shallowness of the water there, in which they travel faster than in deep water, by helping themselves along on the bottom with their fins, but the truth of the assertion I cannot vouch for. At any rate we had to start homeward in the same manner that we went down, and worse than all the sea breeze had by this time set in fresh, against which we had to pull some eight or ten miles arriving on board when it was nearly night. These lee bay cruises I consider very unprofitable. Upon our arrival at the bark on Monday night we found that "Kentucky" had arrived in Fisher's boat from Bowardo, after an absence of eighteen days. Kentucky brought with him a load of passengers and a quantity of figs, other fruit and sundries, among the passengers were his wife, child and father in law, the latter an old American settler in this country. We also received intelligence from the weather bay, by this arrival, that Jas Andrews when



"Kentucky" left her, had taken one whale and got two boats badly stove. Capt. Kelley of the, Y. A. sent down for boat boards by "Kentucky", but of these he had none to spare. The ship Mogul of New London, Captain Clark was also reported as being in the weather bay, some 30 or 60 miles from its mouth. Capt. Clark being an old cruiser in this bay has come prepared for taking oil bringing with him a crew of fifty men, part of whom man a small schooner that accompanies him as a tender to the Mogul. Plenty of whales were seen in the weather bay for its whole length, by "Kentucky". On Tuesday the boats paid another visit to the mud hole where after a short chase, our mate got fast to a cow solid, our 4th. mate immediately after got fast to her and the 2nd. mate of the L. C. Richmond followed up the game a few minutes later, but our mate's iron drew for some unaccountable reason, and as there were still two boats fast we did not mind about striking again but went to work with a loose boat, the mate shooting one or two bomb lances into the cow, but doing not much execution with them: on one occasion we pulled a little too far ahead when the cow was under water but this we did not ascertain until she suddenly came up directly under the boat, lying fore and aft with us. The boat slid off the whale's back and lay alongside of her while she drew along the whole length of the boat rubbing her side against it and shaking us up pretty badly, while we lay there in suspense unable to work the oars and expecting to get a rap every moment but the whale had a better regard than that for us and drawing slowly along, she rounded out her small and flukes and gently drew them under water close alongside of the stern of the boat, but without offering to strike, but from this the mate might have prevented her, as he all the while was gently pressing his lance down upon her head. I never was more desperately disappointed than when I found we were clear of the whale with a whole boat, we were however all on the lookout for her and if she had made the least perceptible motion to strike I think it very likely that there would have been a scattering in the boat. I am not usually averse to the water, in the vicinity of a muscle digger, but on such an occasion I think I should prefer an overboard chance. After we had got all clear we laid back a few minutes to see that we had sustained no damage, and during this time, the 2nd. mate of the Richmond who was fast to the cow started ahead to lance her, but in doing this he got rather too far ahead, as we did, and the cow came up under his boat in exactly the same manner as she had come under us a few minutes previous, but the poor 2nd. mate was not to escape so easily as we did for when the cow had drawn her flukes forward to nearly amidships of the boat, she shipped them over on her spitefully making a crashing amongst the cedar and



knocking the whole broadside of the boat in, breaking the gunwale several athwart, and cutting every streak on one side from the gunwale to the keel. Her flukes apparently extended from the Starboard to the Starboard side of the boat and we could not help seeing this without feeling much alarmed lest some one should have been hurt. A moment after however our fears were relieved by seeing the crew all save, some of them clinging to the stove boat, others striking out for a distance from our boat and the 4th mate of the Richmond immediately pulled into the side to their relief and being close by at the time of the accident, we very soon had them all in safety again. The tubs, boat kegs, buckets and other boat furniture were then floating around in various directions and leaving the 4th mate of the Richmond to collect them and take charge of the stove boat crew we continued on after the whale. Before leaving however we made a slight change in the boat's crew which was brought about in consequence of the stove for as soon as our boat reached the stove one the 2nd mate of the Richmond wanted to change places with one of our boat's crew. The after oarsman was the only one desirous of getting out of the boat and accordingly the 2nd mate exchanged with him, taking the after oar and being extremely "fishy" he gave us a long stroke which soon brought us up in the vicinity of the whale, which was then running up along the island shore a short distance from the beach. Our 4th mate then being the only one fast to her, but he had kept lancing her all the time. Upon our arrival at the scene of action the mate immediately shot a bomb lance into the cow, which set her spouting thick blood and then we knew there was no further danger to be apprehended from her. Thinking it best to get another boat fast to the cow for fear she might sink, we pulled ahead for that purpose and the mate darted at the cow, struck her as we all thought, and held a turn with the line, but he immediately began to fall astern of the cow and a moment after discovered that instead of having got fast to her, the calf had been struck, what life was in the little fellow was soon extinguished by the mate's lance and being but a few boat's lengths distant from the beach when he expired we hauled him ashore to have a look at him and having satisfied ourselves with this we shoved off and went up to the cow who, about the time we reached her went into a slight flurry and expired not much more than a ship's length distant from the island beach and just below fish cove being distant from the ship about twelve miles. We then hooked on to her and being assisted by the other boats pulled her off quite rapidly with a fair wind and tide. When the sun was about half an hour high we had her alongside the bark, where she laid over night and the next day the ship's kepers cut her in while we were off in the boat. This whale did not show a very good chance from the time she was struck until she received her death wound and in getting into such a situation as we did with our boat as also in the case of the 2nd mate of the L. C. Richmond, the fault was mostly on the whale's part, rather



than through any carelessness of the officers. To steer our boat on this day we had the 2nd. mate backsteer as the 2nd. mate did not lower.

On Wednesday the boats again went in the mud hole where they chased for some time but none of them succeeded in getting fast. and as soon as the sea breeze commenced blowing. we all returned on board.

Thursday the weather was extremely bad for whaling for the first time since we commenced. in anticipation of its clearing away in the morning four boats lowered from each vessel and went up in the mud hole where, as usual we found cows and calves. and there we chased but a strong Northerly wind accompanied by rain rendered it very disagreeable work for us and we accordingly did not long continue in the chase but squared away and returned on board. this is the only day of bad weather which we have had through the week. The number of boats lowered on this day viz. eight was somewhat more than are generally down, but this was owing to dull times on board there being no great deal going on.

Yesterday (Friday) we again had pleasant weather and met with a little better success than we had for one or two days previous. Lowering the boats in the morning as usual and proceeding to the mud hole we soon got in chase of a cow and a calf. the latter of which our 2nd. mate at length succeeded in striking. Capt. Cochran who lowered just before he commenced chasing. next got fast to the cow the two mates then shot several bomb lances into her. which altho they did not set her spouting blood yet. injured her so that she immediately left her calf and started off rapidly in the direction of the ship. Capt. Cochran only being fast to her. But one boat managed to get her warp in the first boat, and thus kept in tow. while the rest of us fell far astern the 2nd. mate also, after killing and cutting from the calf, joining in the pursuit. Capt. Cochran in the mean while went to work with his spade and pried it unceasingly until at last the cow brought to long enough for some of the rest of us to get up there and our mate was amongst this number. we then got a chance to throw our warp to the boat that was towing when she again started off rapidly but a few more applications of the spade and lance stopped her so that we threw off our warp and pulled up alongside of the whale. then our boat on one side and Capt. Cochran on the other continued to lance the whale. Capt. Cochran first set the whale spouting thin blood which was soon thickened by the mate and not long after the whale went in her flurry and expired. when we hooked on and towed her alongside of the L. C. Richmond this was the 4th. whale we have taken since entering into the copartnership last week. a long interval had elapsed between getting this and



the 3d whale and I rather think it was in this account that Capt. Jackson covered it being the first time he has done so since the whaling commenced. In the mud hole previous to his lowering on this morning, he did not even very sharply at work and had almost given up the idea of striking so long this Capt. C. had probably lowered to come up there and assist us, but before he got to us we were in chase of a whale that suddenly appeared handy to us and as before stated our 2nd mate was first to the calf. The cow at first showed a poor chance for a boat to strike and when she finally was struck by the skipper it was with some unintentional risk and by pulling up to her instead of by our usual manner of under-running the first boat's line. While we were fast up there on this day we saw Fisher's boat and crew passing us, bound for the Mogul in the weather bay to obtain oars and boat boards for the L. C. Richmond and ourselves. To day (Saturday) boats left for the mud hole in the morning as usual, and after chasing some time and finding that we could not get fast we returned to the ship with a fresh sea breeze, and for the remainder of the day we have had quite an easy time of it. There being no blubber on board of us now, as the last whale boiled by us was brought alongside on Tuesday last, and we now have considerable oil stowed down. All the whales taken so far have been very fat. The first one boiled by us since we mated, got by our mate in the morning on Thursday of last week made us about 42 bbls. the 2nd one also taken by our mate on Tuesday of this week, yielded 36 bbls. The 1st one boiled on board the L. C. Richmond since we have been in company got by our mate on Saturday of last week made them 60 bbls. the 2nd one by us, got by our 2nd mate yesterday (Friday), makes them 44 bbls. These gauges are taken from the casks as they are rolled from the cooler full of hot oil, but in stowing the oil down it will probably fall short considerable. In our whaling of this week I cannot say that we have gained any great deal of information as the operations in this line have been very limited as compared with what they were last week, we have however escaped with a little more whale cedar this week which is a great consideration, especially if the attempt to obtain boards from the Mogul fails, for there and oars are now getting very scarce with us. In turning whales up we have been very fortunate in respect to the locality in which they die, for so far they have all expired to windward of the ship, so that the tow is an easy one as we are sure of having a good breeze every afternoon and with the several boats hooked on to one of the whales each boat having their sails set we can walk him off to the leeward at a rapid rate. Upon being struck, if in the mud hole the whales generally strike over towards the island the first thing, running in some twenty or twenty-five fathoms of water, but they can find no place deep enough to take a line by sounding, we use only one small tub of line which is about 75 fathoms in length and this is found amply sufficient.



the whole scarcely ever being out of the boat, except it is when the whale goes in her fluke and then she is allowed as much room as can be spared her, for they sometimes kick up queer antics in their flukes.

The number of boats generally lowered is six three from each vessel, but this depends sometimes upon what is transacting on board, as if they are here very busy the number is limited to five or perhaps four. But if there is not much going on seven and even eight boats sometimes lower, amongst the crowd our male is sure to be every day and his boat crew therefore have a little extra pulling for their share, as the other boats go with no regularly sometimes one gang and sometimes another lowering. When arriving on board early those belonging to the boats always have to turn in and help the shipkeepers at whatever may be going on, although those who are to go in the boats the next day are always exempt from standing watch of a night when boiling. To assist in boiling and help the shipkeepers generally we now have a native of the country called Antonio, a sort of half breed and both or in law to Fisher and Osborne, he is one with whom we got acquainted shortly after our first visit to the ranch. Sometimes when an unusual press of business occupies the attention on board the Richmond and there is nothing very urgent going on with us, part of our crew, or if the boats are off perhaps all the shipkeepers go to their assistance and vice versa, for the convenience of this and the like projects the Richmond some time since removed down to within a few ship's lengths of us so that we now lie near enough to converse with those on board her in still weather. From this close and continual intimacy with each other we regard each other all alike we are just as much at home on board the one ship as on the other, and so are the Richmonds crew likewise. Our relations with the inhabitants of the shore continue about the same as they were last week, from the ranch we receive fresh beef frequently and for this or some similar purpose the boat occasionally visits the beach. This fresh meat here is a perfect godsend for us we need such sustenance and enough and a cold piece of fresh meat furnishes the principal part of our dinner. The boat for dinner is carried every day by all the boats that lower. The rigs which were promised us by Fisher some time since we have at last received, but he first received a gentle hint in relation to the affair and when they were obtained it was not in the manner they were promised us. For we were to have a whole sloop to ourselves in the forecabin but the sloop he presented was first cut in halves and one half given to the boatswains whilst we had the other half in the forecabin rather an unequal division and the sailors after all were but poorly paid for all their pulling to and from the



beach. Our old friend Bill the carpenter on the beach has at length got very deeply interested in quite an important branch of business, in which he has entered into a copartnership with "young Bill". This business is whaling, but it is of a somewhat different nature from what is generally understood by that term, as the whales which old Bill captures have neither life or blubber, but to explain his occupation in a few words, he is employed in directing whales carcasses after they have been stripped of the blubber either by us or the L. C. Richards crew. As soon as the whale is cut in the carcass generally sinks immediately but in remaining on the bottom from twenty four to forty eight hours, it usually floats so that it rises to the surface and floats buoyantly. Then it is that the two "Bills" are in town, and with the old boat obtained from our shipper they may be seen off in pursuit of the carcass which they tow to the beach and there dissect with knives and axes to obtain the fat from about the whales intestines as also from other portions of his insides, this is nearly the same as pure oil and when he obtains a boat load of it, he brings it on board of us, our skipper having bargained with him for all he can get. This stuff we call gut fat and it has about as disagreeable smell as can well be imagined, we have it to ounce and boil after it is brought on board and for every barrel of oil which it yields, the captain pays old Bill five dollars I believe, at this price he can make money for he has a boat load of the fat to bring on board every day or two. The oil obtained from it is extremely thick and black, but for this quality just as much is paid around here as for better, and it can readily be sold at Timber for an advance on what the skipper pays for it. Bill works very assiduously at the business and by it makes a good provision for his family, as he is continually obtaining bread, flour, meat &c. from the skipper, all of which is charged to his account. His family still reside near the beach in the tent furnished by our captain. . . . The number of whales that we have seen this week, that is cows and calves, I think do not exceed the quantity that were observed last by any very considerable; they may have been a very little more plentiful, but at the rate we have always found enough chase every morning, so far, we have to proceed a little farther up the mud hole to start one now, than what we did at first owing to the fact that the whales are getting more domesticated, I suppose. We generally start them out wherever we go up there, but they immediately reassemble again, always keeping separate from the bulls, and no cows without them are ever observed amongst those that have them. The bulls are very numerous over toward the island and our mate occasionally talks of going over there and giving them a trial some morning when we cannot strike a cow; it would be useless though to chase them in the same manner that we do a cow and calf, perhaps. However another week may find us better acquainted



ted with them if there is any virtue in the mate's resolution of going over there to try them a pull. The mode of attack suggested as most likely to succeed, is to approach a fellow cautiously and shoot a bomb lance into him if possible, which may bring him to so that a boat can get fast. These bomb lances we find to be excellent articles for this kind of whaling as they can be used at a so much greater distance than a hand lance, and frequently with as much effect. I think that they also assist in floating the whale after she is dead, for so far we have had but one whale to sink, and on that one bomb lances were not very effectually used. The mate tells us that they almost invariably sink which he was here some seven or eight years ago, before the invention of bomb lances. Possibly we may have a better chance to use them during the ensuing week than we have had this.

Saturday, January 26th. 1856. The week ending with this date has afforded us quite a resting spell and for this many are quite as thankful as though we had been busily engaged taking it all the week. The particulars of the several transactions from the last date up to the present time are as follows. On Sunday, the week was commenced with the same greetings which characterized the commencement of its immediate predecessor, by the lowering of the boats in the usual manner; proceeding to the mud hole we there raised and chased several cows and calves, but none of them could be struck and coming on board pretty early, as there was nothing of much account to be done, we laid off the remainder of the day. That we did not strike a whale on this day was not very grievous to most of the crew, and possibly, it might have been the fault of some of them that we did not; but many, I think justified with such a wind as they would have done on any other day of the week. This lowering on Sunday too might perhaps be the occasion of our late success, if so, it was just what the skippers deserved for sending the boat down on that day. The generality of the officers are averse to such a proceeding. On Monday an expedition once more visited the Ice Bay, six boats lowered early in the morning and arriving at the entrance of the bay, three of them were stationed in the channels, to intercept the progress of such whales as the remaining three should drive up from the leeward. our mate of course, was of the party who went furthest down and after starting up several cows and calves, all of which managed to get out of the bay, it was ascertained that the plan of stationing the boats was not at all likely to get us a



where and thereafter the rats all chased in the usual manner, first boat  
 ahead. I suppose we chased a dozen or more different cows, and some of  
 these were long and strong, for but none got fast. The water was the  
 lowest in the lee bay on this day that I ever saw it and in large areas the flats were  
 perfectly bare. Before we were ready to start to the mud hole the sea breeze was  
 blowing down the bay unusually fresh and from the shallowness of the water  
 down there it kicked up a much rougher sea than it does where the ships  
 lay. Against this it was somewhat difficult to get along when we had  
 chased all the whales that we could find out of the lee bay, so started home-  
 ward first using the sail and beating up for some distance, but this soon  
 became too slow work for us, and therefore the ash was called into operation.  
 We pulled up a very narrow channel for several miles with the wind directly  
 in our teeth and when within five or six miles of the ships the cows and  
 calves we had been employed in driving out were met coming down the nar-  
 row channel bound into the lee bay again. All the officers but our mates al-  
 lowed them to pass unheeded as they should have done but every one that we  
 met around would go the boat and off to sore after him thus losing more  
 ground than could be pulled over again in some time, but the whales were all  
 going too fast to be struck in a stern chase and they always managed to  
 dodge by the boat without putting themselves in any danger. One by one they  
 would go by us in a similar manner as a shoal of herrings would pass an  
 obstruction, watching an opportunity and then making a grand rush. Finally  
 they all got to the leeward of us and for this the boat crew were very thank-  
 ful. We then continued on our way to the ships and one by one the boats  
 arrived alongside of them late in the day, after the longest and most tedious  
 pull we have before or since had, in going on board. I think the officers got a  
 surfeit of the lee bay whaling on this day and the sailors, I am perfectly sure, did  
 at any rate. This was our last excursion down there and I hope it will continue  
 so for the remainder of the season. I cannot see the utility of going down there  
 to try to catch a whale when we can always find enough to chase in the mud  
 hole which is not more than half the distance and where the whales are struck  
 and saved with far less difficulty than in the lee bay, and even if it should  
 happen to turn a whale up in the latter locality it would then be as much trouble  
 to tow him up to the ships as it would to go in the mud hole and catch  
 another. Besides on going down to the lee bay for the last two times we have  
 on both occasions had very long and disagreeable pulls on board, after having  
 been chasing whales at the top of our speed all the foregoing part of the day.  
 Now in the mud hole I consider we have a far better chance of striking and  
 even if we do not, as soon as the barge comes in from seaward, the only  
 exertion requisite to take us on board is the setting and taking in of the  
 sail and during the passage down the boat crew can lay off and go to sleep  
 if they choose. Therefore the mud hole in preference to the lee bay say.



On Tuesday we had considerable fun once more but did not succeed in coming out ahead. The boats in the morning went to the mud hole and there chased several cows and calves but being unable to strike one, and having them all well stored up when it was yet early in the day, it was determined to undertake the project of shooting a bull whale, which had for some time been in contemplation. Accordingly the boats started over towards the island, where as usual plenty of bulls were seen spouting and arriving in their vicinity all the boats having sails set the two males stood by with their guns and bomb lances while the remainder of the boats layed off to afford such assistance as might be necessary when the proper time arrived. After considerable dodging and tacking our mate at length got an excellent shot at one of the male sex of muscle diggers being square of hand on and at a short distance, we all saw the bomb lance enter the whale's side in a place where if it did not kill him we knew it would hurt him very bad he then went down immediately and we heard the lance explode under water but what became of the whale after that yet remains unknown as we saw nothing more of him or at least we did not again recognize him, but he might have swam just under water and thus got amongst the other whales that were numerous around us, and if so he could easily have passed unobserved unless he had been spouting blood; the mate was inclined to think that the lance killed the whale perfectly dead so that he sank and laid on the bottom. But I think the former hypothesis far the most reasonable. Not discouraged at this, however we continued on and finally got a second shot with as good a chance as the first whale showed. The second whale upon being shot went down the same as the first, and the lance was heard to explode apparently not far from the boat hearing which we backed out pretty fast for a moment, then "hove up" again and lay awaiting the appearance of the whale. He was destined not to escape our observation so easily as did the first one for when we had him looking for him perhaps five minutes he bolted out of water a few ship's lengths from us with a groan and there lay with his head and body out of water, nearly to his fins for several seconds, seeing this we immediately pulled for him, and as we reached him, he lay with his head hanging down, his flukes only being at the surface of the water we pulled the boat close alongside of these and the boatsteerer made several attempts to get his first iron through them, but at length bending it nearly double he took the 2nd iron and managed to force it through, the whale all the while holding his flukes perfectly still which was a fortunate thing for us, as if he had kicked at all he would have sent us up some. The bomb lance had evidently hurt him very bad.



and appeared to perfectly paralyze him for a few moments so that he was  
 insensible of being disturbed about the flukes. We sterned off out of the  
 bay as soon as we had got fast and the whale then rose and straight-  
 ened himself again at the surface of the water, writhing his whole body  
 as if in great pain. While he lay in this situation, our 3d. mate who  
 was close by pulled ahead and got fast to him just in the nick of time  
 for immediately after he started up to the windward and soon distanced  
 all the loose boats that were in pursuit. In our boat we then hauled a  
 head and the mate commenced spading and lancing the whale in the flukes  
 and small the 3d. mate laying out astern of us. He lanced flukes every  
 time that he spouted and in doing this, he moved his whole body appar-  
 ently with great pain. Judging from his actions I should think the  
 boat lance had entered and much deranged his back bone, as it seemed  
 to work with much freedom, and all the motions were up and down, he not being  
 observed to strike sideways at all. From all these manoeuvres we anticipa-  
 ted but little difficulty in shortly killing the whale but alas! all these  
 anticipations were destined never to be realized, for the mate had scarce-  
 ly got half a dozen good spade cuts at the whale, before our iron broke and  
 as he was then bound off pretty fast he quickly dropped astern, leav-  
 ing the 3d. mate only fast to the whale, when he passed us we made  
 an attempt to get our warp to him, but just fell short of it and  
 therefore were obliged to take the rest and join in the pursuit with  
 the other loose boats all of which were by this time a long way to the  
 leeward of us the whale was also gaining on us all the time in conse-  
 quence of the strong sea breeze which had then set in, and making di-  
 rectly for the weather bay he soon took the 3d. mate out of our sight to  
 the windward, we continued to pull crossing over close to the island beach  
 and pulling up along it passing fish cove and reaching our old anchor-  
 age near Pelican point, but still nothing was observed of the whale  
 or of the 3d. mate's boat, and we began to entertain fears for his safe-  
 ty, thinking that perhaps he might have got capsized or stove.  
 It was extremely bad pulling but as it was our duty to continue the  
 search for the missing boat we kept on with the intention of entering  
 the weather bay, but before we had proceeded thus far, the 3d. mate  
 was discovered coming towards us, but fast to no whale, he then  
 ceased pulling and awaited her approach. When she reached us we  
 found that she had been loose from the whale for some time, the  
 3d. mate had held on to him until some distance to the windward  
 of Pelican point and then cut, having done nothing to stop him from  
 running the whole time, the 3d. mate saying that he could not  
 get near enough for that purpose. At the time he cut there were  
 six loose whales running side by side with the first one. After cut



ting from the whale, the 3d. mate had immediately proceeded down  
 to Fida point and there landed, and while the rest of the boat were  
 all in search of him, the crews exhausting themselves in pulling to  
 the windward against a strong breeze and rough sea, filled with un-  
 certainty lest he should be in danger. himself and boat's crew were quietly  
 employed in eating their dinner ashore, instead of which he should  
 immediately have come down to the other boats or set his sail so that  
 we could have known he was all right, this being the usual signal un-  
 der such circumstances. Our plan however for that day was ended as  
 soon as the 3d. mate was discovered, and drifting off until we got with  
 the other boats to leeward we all started for the ships together on a race be-  
 fore the wind but as usual our boats rather beat the L.C. Richmond  
 and we all arrived alongside in very good season. On Wednesday the  
 boats visited the mud hole again in the morning and after chasing a  
 number of cows and calves unsuccessfully, we paid another visit to  
 the bulls over towards the island, and here our mate shot a bomb-  
 lance into another one, but nothing more was seen of him, he disap-  
 pearing in the same mysterious manner as the first one shot on  
 the preceding day. As we were lying still looking for this whale after  
 shooting him, about which we had some time before seen coming down  
 from the windward, overtook and came to close by us, when we as-  
 certained that she brought down Capt. Felley of the Jas. Andrews  
 it being one of his boats, and not Fisher's as we had at first sur-  
 mised. Capt. Felley had purchased his boat and brought Fisher down  
 with him. The Jas. Andrews was reported with five whales this season,  
 in taking which eight boats were stoven, some of them having been ma-  
 de so as to be worthless. The Mogul was also reported with five whales  
 and a number of boats stoven. One man having been seriously injured  
 by a whale, this is the first and only accident of the kind we have yet  
 heard of as having occurred this season. After having a short gam with  
 Capt. Felley proceeded on, down to the bark, and all our whaling  
 gang followed shortly after. That evening, about dark three lights  
 on the beach peculiarly situated, denoted the arrival of what Shakspeare  
 calls the "bona robas". This signal had been long and anxiously looked  
 for by those interested, and therefore the two mates, one from each vessel  
 soon had their boats flying to the beach but arriving there we found  
 the ladies too tired to think of going on board the ships that night  
 but we stopped and had a short gam with old Bill and his family  
 it was through him that the ladies were obtained and transported to  
 La Paz. No being well paid for it. The importation consisted of three  
 women (four had been expected), one boy, and a one eyed Mexican who  
 acted as convey. Two of these ladies as we have since ascertained are



mother and daughter while the boy is a son in the same family. The singular that so many members of the same family should be jointly engaged in the same business, especially of such a nature. The whole company stopped at old Bill's case that night. While we were on shore a slight rupture occurred between the 1st. and 4th. mates of the L. C. Richmond the former having gone ashore in the boat with the latter to have a game with Bill's family with whom he was acquainted. The mate of the L. C. R. was previously a little vexed in consequence of the non-arrival of the 4th. seaman who was expected, and therefore he started to go on board some time before his junior officer was ready, arriving at the boat and finding the 4th. mate absent he at first sent one of the crew up for him, but the 4th. mate was desirous of finishing his yarn and there for obtaining permission to go off in our boat, he sent back a message to that effect, upon receiving this the mate came himself and with the 4th. mate had a few hard words but the latter plainly informed him that he should not go on board until he got ready, and not at all, unless he choose. This was a very convincing argument and therefore the mate of the L. C. R. walked off in a passion. But arriving at the boat, he waited there after all until the 4th. mate was ready to go off. On Thursday morning, very early our mate went in shore and brought off the three ladies and the boy. We were then early made to go up in the mud hole, but the weather was somewhat rainy and blowy, which added to the precious cargo we had brought on board was the consequence of our not lowering for whales on that day. This suited very well all around, fore and aft. Sailors especially for we then had a day of rest.

Yesterday (Friday), the weather was much the same as on the preceding day, but our 1st. and 2nd. mates went up to the mud hole in the morning and there we found an unusual quantity of cows and calves which was probably on account of their having been left alone the day before, the water too was quite smooth up there so that it was not very bad chasing and accordingly in the mate's boat we went in strong for them, rushing several pretty hard and if we could have had several boats, or even one to assist us, I think we might have struck a whale easily. The 2nd. mate however was much disinclined to join in the pursuit and would not pull for a while at all exhibiting symptoms similar to those shown on our first whaling expedition to the ice bay. Finding it useless to chase the whales with one boat only we both started for the bark; the 2nd. mate arrived on board first, and upon our arrival we learned that immediately upon coming on board the 2nd. mate had given up his boat acknowledging that he was totally unfit for muscle digging. This was acting a far more manly part than some of the boat leaders of the whaling gang have done, by going around with the other boats and making considerable noise and show, when they are in fact almost worthless around a muscle-



digger; a poor man should never occupy a good man's place when chol-  
 ing in Magdalena bay. One of the Senecas yesterday bid us adieu and  
 took up her quarters on board the L. C. Richmond. The other two still re-  
 main on board of us under the protection of the two principal men of  
 the bark; the big does a cabin boy's duty and thus they all find employ-  
 ment. Capt. Holly also took his departure from the bark yesterday, bound  
 to his own vessel. To day (Saturday), we have at length made out  
 to get another whale, the only one taken this week. The day broke pleas-  
 ant and by that time we were on our way to the mud hole; six boats  
 were lowered and among the crowd we had a new boatsteerer, in the  
 person of one who was formerly a boatsteerer, he taking the boat to which  
 the 2nd. mate has resigned all claim, the two boatsteerers who steer-  
 ed our 1st and 2nd. mates previously, received the boat from the  
 captain and are to head and steer her alternately for the future.  
 Arriving in the mud hole whales were found plentifully and  
 almost too thick for convenience, our mate went in amongst a coup-  
 le of cows with their calves, after a short chase and the boatsteerer  
 pinned one of the latter solid. But about that time the white wa-  
 ter flew some, for cows and calves were cutting about on all sides  
 of us, fortunately we escaped scatheless, when we had most expect-  
 ed to get a thrumping, and as soon as we were all clear, the 4th.  
 mate of the Richmond took our line to strike the cow, both cows  
 and calves still remained side by side so that it was impossible  
 to tell what relation either of the cows were to the calf which  
 had the iron in him but one of them we felt pretty certain  
 was his mother, while they were all together in this manner  
 the 4th. mate of the L. C. R. hauled up and put an iron into  
 one of the cows, which was afterwards ascertained not to be the mo-  
 ther of the calf to which we were fast. The cow which so fastened to  
 struck at the same time that he did and at first we thought  
 she was pretty badly slown but immediately afterwards ascer-  
 tained the contrary. One or two only of the upper streaks on the  
 Starboard side being slightly cracked which was not the least hinder-  
 ance in whaling. After this the two whales with their calves still con-  
 tinued to work along side by side our mate ~~called~~ <sup>used</sup> the line to im-  
 first bending a tug to the end of it, and then he and the mate  
 of the Richmond, both with loose boats went to shooting bomb  
 lances into either cow which offered an opportunity. Several lan-  
 ces were shot into them both and both of them were pretty badly  
 hurt although neither was spouting blood yet. When the bomb lances  
 were used up the 4th. mate of the L. C. Richmond parted from the  
 cow to which he was fast and taking her calf she then left us alone



with the other cow and calf no boat being fast to either. But the calf still had one line fast to him and to this the drag was attached so that the lot the fellows could not get away very fast. The mate of the S. C. Richmond and then pulled ahead and struck the cow. our two boatswains with their boat then underdrew the fast boat's line and got fast to the cow also. The mate of the S. C. R. next obtained a bomb lance from us, the last one in the crowd, and hauling ahead, he shot it into the cow and set her sporting blood at last. After a short lancing the whale soon swined up to the windward of the ships and then the lines were cleared as soon as possible that the boats might again return to the mud hole in pursuit of the other cow which the mates had been shooting and which still had the 4th mate of the S. C. R. run in her. In clearing the lines we experienced considerable difficulty as those fast to both cow and calf had got wound around the body of the latter, and the one that had been fast to the calf had drawn the iron from him; we however at length got all clear, our mate killed the calf, four boats started for the mud hole again, the two boatswains looked on to the whale and started for the bark and our mate also came down to the bark, obtained a new supply of bomb lances and we then started for the mud hole again to assist the other boats. When we last saw the whale from which the 4th mate of the S. C. Richmond had parted she was some distance up in the mud hole and we doubted not but that the boats would find her again before we joined them again. When we next raised them after leaving the bark, they were in close pursuit of a whale which we soon after observed the 4th mate of the S. C. Richmond to be fast to. He had evidently struck the cow as we could tell by the way his boat was travelling, and as we came near we could see him plying the spade vigorously, the other boats having all been left astern, and before we could reach the fast boat she passed across our bows, seeing which we made up our minds for a long pull but from this was saved by the drawing of the iron soon after. The boats afterwards chased her some time but getting not very near her all started on board. This last whale to which the 4th mate of the S. C. R. was fast was not the same with the one from which he had previously parted, this latter one they could see nothing of on their return to the mud hole. Upon our arrival at the bark we found the whale we had killed, alongside of her, our 2nd mate having lowered to assist in towing. This afternoon we have been employed in cutting this whale in and it is the first work of the kind we have had during the week. Sometimes or other we have not prospered very well lately in our whaling affairs; cows and calves have been more numerous in the mud hole this week than we ever saw them before, but they were remarkably shy and nimble as a general thing until to day, when three different



cows were struck with little difficulty, the two which were together. I think might possibly have been both saved with proper management but it was considered best to make sure of one first, as in the lee bay one time, we undertook to catch two whales at once and came very near losing them both. but to day the case was different, both the cows were badly injured when they separated, and if the one we left behind had been picked up I think she might have been saved. A mistake however is always better seen after it has been committed. The times with us for the past week have been very agreeable as not having taken whales there has been nothing very pressing transacting on board, thereby affording us plenty of opportunities to obtain all the rest that was necessary and giving us also a little spare time to loiter. Our whaling gang is now somewhat different from what it formerly was, owing to the resignation of our 1st mate, the boat-stewers now heading the boat performed their first exploit, to day, by striking the cow which we got and through the whole performance of the day, they got along as well as any one. The loss of the boat-steerer taken from the mates boat, has been replaced by the one who steered the 4th. mate as the latter has been unable to go in his boat for several days, and probably will be so for some time to come, in consequence of having cut his foot very badly with a rubber spade, while he was cutting up rubber. The one who now steers the mate previous to arriving in this bay, pulled his midship oar, but when the whaling commenced he was appointed to steer the 4th. mate, and has ever since performed his duty very creditably. This also created a change in our boat crew at that time, the lub Garman, fleeing to the midship oar and myself, who had all the voyage pulled the after oar taking the lub oar. the after oar being pulled by the half Kanaka cabin boy, Dan whom we obtained at Lichaim in the 1st. This boat crew have all the exercise which they desire for there has not yet been a single occasion on which any of the boats lowered for whaling in the bay, that our mate has not made one of it's party, and we generally have as much share in the transactions amongst the whales, as any one. Of the people on shore we have this week heard but little. Old Bill the carpenter, still continues to do a good business in his line, viz. stripping the gut of fish from carcasses and both he and young Bill are a brainy "fishy", more especially when they can obtain a bottle of liquor from the captain. For the next week we shall most probably be rather more active & engaged than we have during this if not we shall drive a very poor business.



Saturday, February 2nd. 1856. The week ending with this date has indeed been a busy one with us. we have been both fortunate and unfortunate, and have perhaps had no more fortune either good or bad than we were deserving of. all the misfortune we deserved for lowering on Sunday, and part of it commenced on that day, for after getting fast to a whale the 2nd. mate of the S. C. Richmond got carried out of town by her, and the remainder of us pulled long and tediously in chase of him: the particulars from beginning to end were as follows. The boat went up in the mud hole and when we arrived there it was perfectly calm, not a ripple disturbing the glassy waters. Cows and calves were found in profusion as usual and for a time it seemed as though we should have to get along without striking one, but at length the 2nd. mate of the Richmond was observed to have a cow and calf in view at some distance from any other boat which he was trying to paddle to without their being aware of his approach as several of the boats had attempted to do that morning, but the 2nd. mate of the S. C. R. succeeded in his design to a charm, for paddling near to the place where the cow went down he lay still and awaited her next appearance. for this he did not long have to wait before the cow suddenly came up directly under the boat heading across her, and as the 2nd. mate saw her rising he fastened to her side but was too late to get out of the way and a second later we saw his boat rising out of the water with no gentle motion and impelled by no gentle force for the cow, suddenly raising up her after end had struck the bow with her small or back, just on the bottom, so that the boat slid astern and off the cow's back, but we immediately started for him thinking the boat was stove and desirous of getting his line. but the cow soon started off too, and we were not near enough to ascertain that the first boat was not so bad but that she could be used around the whale. the shaking having cracked the keel and probably started a few nails or boards which made her look a little. The cow then took a direct route for the island and until she arrived nearly over there the loose boats managed to keep along a short distance behind her but then taking a turn to the windward and heading for the entrance to the weather bay she soon left us all astern, and the 2nd. mate, although he frequently cut her with the spade, at length saw it was useless to hold on any longer and therefore cut the line and let her run. The sea breeze had been blowing strong directly in our teeth for some time previous which made very disagreeable pulling but upon cutting, it became fair for us and therefore setting their sails all the boats returned to their respective vessels. This was the first whale we have struck on Sunday, and of the life which he led us is



not sufficient to convince the skippers that whaling on Sundays  
 very impracticable business, they must be proof against all ar-  
 gument. Monday visited the mud hole as usual and then  
 got after a cow and calf which all the boats chased until we  
 had ran her down to within a mile or two of the ships, and the  
 our new boatmen and the two substitutes, succeeded in strik-  
 ing the calf, but almost immediately before a second boat  
 had a chance to operate their iron 1st mate. The chase however con-  
 tinued, and a few moments after the 4th. mate of the L.C.  
 Richmond struck the calf the 2nd. time and drew from him  
 in the same manner as the first boat had, this was rather  
 discouraging but we still kept on, and as the calf had begun to  
 get somewhat exhausted by this time, our mate at last got a chance  
 at and got fast to him, this being the 3d. time the same calf  
 had been struck that morning, and this time the iron held  
 him fast. the 4th. mate of the L.C.R. then went up and struck  
 the cow with very little difficulty previous to this the 2nd.  
 mate of the L.C.R. had made an attempt to strike the whale  
 but she suddenly ran her head out of water directly under his  
 boat, lifting her stern several feet out of water and cracking  
 her so as to injure her considerably. if the cow had kicked any  
 other time she would probably have made a worse strain of the  
 boat, but she appeared to be as badly frightened as any in the boat,  
 and settled under water again very quietly, this was previous to  
 our mate striking the calf. the 2nd. mate of the L.C.R. did not  
 strike the cow as she came under him too far aft, heading across  
 the boat. Shortly after the cow was first struck we left the calf,  
 and both of the mates commenced lancing and shooting the for-  
 mer. a number of bomb lances shot into her, hurt her very bad  
 but no blood was brought, our lances were first used up, and then  
 our mate was for using the hand lance while the other mate  
 preferred the bomb lance and thrust however could get a chance either  
 shot or lanced him until the whale scarcely moved through  
 the water, and showed an excellent opportunity for using the  
 hand lance, which our mate darted into him several times, suc-  
 cess not bringing the blood; but at length instead of bettering the  
 matter it was made much worse, for just as the mate's lance  
 had left his hands pointed for the cow, the calf suddenly rose  
 up alongside of her, and the lance passed directly through  
 the little fellow's vitals, whence into the cow, thus pinning both  
 mother and child together. The calf immediately after came  
 up rolling thick sets of blood out of his spout holes, and soon



this danger was immediately anticipated if we stopped there much longer, and what was to be done towards killing the cow must be done quickly or not at all, otherwise we were ruined. There would be difficulty. Therefore the mate of the S. C. Richman and jumped up and struck the cow immediately; two boats were then fast to her, viz. the 1st and 4th. mates of the S. C. R. but shortly after the calf went in his flurry and expired, the cow missed the little fellow directly, and this circumstance raised the ire of the mother immediately, her maternal affection was then very advantageously exhibited, the lethargy of the preceding hour gave place to more life and activity than the cow had previously shown since we first started in pursuit of her: she first opened the performance by kicking very furiously, and in so doing both the 1st and 4th. mates' irons were kicked out and this left the cow free again. She then commenced bolting about in all directions, now here, now there proceeding with no regularity whatever so that no idea of where the whale was next coming, could be formed from seeing her in the preceding rising. In doing this I suppose the cow was looking for her calf, probably not comprehending its death. Knowing the vicious nature of a cow that had lost her calf so well as the officers did, I should have thought they would have had sufficient sense to have let this alone, but no! they were I suppose determined of performing something extra, and therefore on we went, to get fast again if possible, our mate foremost amongst the crowd. But he very soon received a recompense for this rashness, we happened to fire about eight feet for her, while she was down again, for when she again rose we had the boatswain standing up ready to give it to her, she was then heading across our bow. But apparently catching sight of the boat just then she milled directly towards us and made a pass at the boat, but did not fetch us that time, seeing that was her game the boatswain was ordered to "stern" and this order the whole boat crew obeyed with a will, but to no avail, the cow was after us and being determined to catch us we could not long keep out of her way; accordingly before we had sterned a dozen strokes she overtook us, passed under the boat just clear of her bottom, and when her flukes had reached the head of the boat, up they went with a vengeance, crash went the cedar, every man was surprised, every oar knocked out of the row locks, and the mate went overboard fluking, he having hold of the steering oar at the time. Seeing this dubious state of affairs the midship carman, probably anticipating a second attack, made a breach overboard and started out for one of the other boats nearby, but the whale passed along out of our way and seeing this the man who had jumped overboard returned to the starboard boat again; the mate



we had previously hauled on board and therefore we were again all right, with the exception of the boat, no one of the crew having been at all injured. The boat was stove pretty badly, under water mostly, and forward of the harpounce almost, the stern also being greatly deranged and her head all on one side.

We however kept her afloat by bailing until our 3d. mate reached us, and then getting into his boat and passing the craft, line and other furniture after us we all started for the ship, taking the stove boat along with us. The mistake that was made in chasing this cow after the calf was dead, was then very apparent. This was the second time our boat experienced the ill effects of a muscledigger's tail this season. On Tuesday our mate was again obliged to fall back on the new boat which we had used after his own boat was knocked the first time. Being accompanied as usual by several other boats, we proceeded direct to the mud hole, and arriving there, after a comparatively short chase the 3d. mate of the L. C. Richmond struck a large cow which immediately started off to the leeward with him going down along the main land; the two boatswains with their boat were the only ones near the 3d. mate when he struck, and they alone made out to get their warp to him, the remainder of us chasing on a steam. The 3d. mate of the L. C. R. took the other boats into his boat and endeavored to get the former fast; but after darting at the whale several times and not accomplishing this, the boat that was in tow, somehow or other got adrift from the fast one and before the 3d. mate of the L. C. R. touched the whale his lines drew and away went the cow and calf at a rate that defied all pursuit. Seeing this, our mate, for a wonder returned to the bark, while the other boats again went up towards the mud hole. Shortly after the arrival, on board of our boat's crew, we observed some singular action of the boats up towards the mud hole some of them pulling one way and some another, as if they were either in pursuit of, or fast to a whale, and seeing this we were again immediately called upon to go to their assistance if they needed any, and if not, to find out what was going forward up there. We however were spared the trouble of going the whole way by meeting some of the boats bound on board, and from these it was ascertained that after leaving us, the two boatswains had got fast to a calf, but unfortunately the view with which he was struck, killed the little fellow dead on the spot, and before they could get out of the way, the cow had reviled up under the boat, spitting several



streaks nearly the whole length of the boat and setting her to backing  
 considerably out as the cow did not strike with her flukes it was not  
 at all a bad stroke. After this the boats did not attempt any further  
 molestation of the cow, but she seemed very much disposed to pick  
 a quarrel with them, for she first showed every one of the four boats  
 that were up there, some of them going ashore to get out of the way  
 and others pulling in various directions as we had observed them from  
 the bark. While ashore up there the two boatstewards had repaired up  
 their stowed boat a little and returned to the bark in her without any  
 difficulty. On Wednesday morning the officers entered the mud  
 hole full of apprehension lest they should meet with the cow whom  
 they had rendered childless on the preceding day and sure enough, when  
 we had got a short distance up a cow was raised acting in a peculiar  
 manner, and with which no one could at first be seen. This was thought  
 to be the one we had treated so and the boats were accordingly about  
 to pass on and leave her undisturbed, when suddenly a calf was dis-  
 covered with her and upon this all the boats immediately started  
 in pursuit of her our mate first arrived near her and at immediate  
 ly saw that it was a very sick whale as she had two irons in her small  
 and moved about as if totally regardless of anything. The calf too was  
 very badly chopped, apparently with a lance about his flukes and  
 small, which had likely been done by someone was fast to the cow that she  
 might not get away so fast. We could see from the iron poles and the  
 situation of the irons that whale was one to which any of ours on the  
 L.C. Richmond's boats had brought, and she was therefore conjectured  
 to have been struck by some one in the weather bay when she had led a  
 very hard life, no doubt. But when we saw her she appeared to be feeling  
 extremely bad, without any difficulty we pulled directly up to her  
 and the boatsteward started at her three times with very indifferent chan-  
 ces each time, the boat being astern of the whale so that he had nothing  
 but the after part of the stern, and flukes, to dart at. Twice the iron  
 caught into the skin very slightly, immediately drawing out again  
 as soon as the next strain came in it. When the iron entered the cow  
 she hardly made any disturbance at all about it. I think the boat  
 might have been pulled alongside of her without running the least risk  
 of getting stove. After being started at these three times in rapid suc-  
 cession the whale thought it was about time for her to move, and ac-  
 cordingly started off on a straight course at a pretty good jig, leaving the  
 calf behind without paying the least attention to him, which we con-  
 sidered to be good evidence that she was very badly hurt; as soon as she  
 started off all the boats that had previously been trying back to allow us  
 to get first, started on after her, she made a direct course for the lee side



sage and travelled at just about the same rate from the time she started until we last saw her, this rate being just about as fast as a boat could pull when we were fresh, but as soon as we began to tire a little she began to gain us almost imperceptibly. Our boat followed nearest to the whale, and for a long time we had her scarcely more than a ship's length ahead of us, but we could not shorten this distance, in doing our utmost: a couple of bomb lances were fired at the whale by the mate, with the idea of bringing her to, but these took no effect, one of them not hitting her at all.

We continued the chase for about six miles I should think, and in this distance the whale had gained about one quarter of a mile on us. But seeing that it was of no use to chase her any longer, we "about-shipped" and stood both towards the mud hole in search of the calf we had left there a short time previously. The little fellow was found in nearly the same place that we had left him, and the bow carman was then deputized to strike and kill him, which he very creditably did, and shortly after we returned on board, with no whale, when properly we should have had one. On this same day, (Wednesday), the ship *Liverpool* of New Bedford, Capt. Barker arrived in the bay to pass the remainder of the whaling season with us; she anchored and got remains about a mile to the windward of us and at nearly the same distance from the beach. Another arrival on the same day was that of Capt. Clark of the *Mogul*, who came down to pay us a visit in his tender, the schooner *Favorite* of about 40 tons burthen, belonging to San Francisco.

Capt. Clark reported the *Mogul* with ten whales this season, the ten having yielded him 500 bbls. of oil. Previous to Thursday, according to the foregoing observations, we were extremely fortunate in our whaling operations, but with Wednesday there misfortunes disappeared and since that time we have fully made up for all our former delinquencies. Shortly after arriving in the mud hole on Thursday morning our 3d. mate struck a cow but his iron drew before a second boat could get fast or anything else could be done to the whale. She travelled so fast after the boat got loose that we could not overtake her and accordingly our attention was turned to another cow and calf, the former of which after a short chase the 4th. mate of the *L. E. Richmond* succeeded in striking, with our master's boat, he immediately undermanned the fast boats line and darted twice at the cow, but not getting fast our iron was passed to the 4th. mate of the *L. E. R.* and he put it into the whale solid for us. We then hauled in wires to bring the bomb lances into operation, and I think it was the first time



we hauled up to her that the cow suddenly swirled half way around and lay heading across our bow within dart of the head of the boat, her whole back also being out of water and giving an excellent opportunity for cut-throat knife or hand lance, one would have done as well as the other, but having the gun in his hand the mate let her have the contents of it and we saw the bomb lance enter the cow in as good a place as could be desired. The first time that she spouted after this a torrent of thick blood gushed from her spout oris, and in a short time longer she expired. The boats then hooked on, and we towed her alongside the L. C. Richmond.

The boats of the Liverpool were also up in the mud hole with us on Thursday, and after chasing quite a number of whales they finally got fast to a cow about noon. She immediately started with them and ran continually in various directions until nearly ten o'clock that evening, at which time they at length succeeded in turning her up near the lee end of Margarita island and nearly 15 miles from the ship. During the time the boats were fast after dark we could occasionally observe a light travelling along the island shore, which was shown to let them folks on board know that they were still fast to the whale and all right. They did not get her alongside until yesterday (Friday), and then not without having a long and tedious tow. Her boats as usual, again went up in the mud hole yesterday morning, and our mate there got fast to a calf. The attempt to strike the cow was then made by one of the boats, by under-running our line, but in this she did not succeed and after this the other three boats that were with us made the attempt by under-running but the cow kept herself so constantly under water that it was impossible for any one to get fast to her in this manner without running a great deal more risk than any one felt disposed to. But for fear that our iron-fren having had so much strain on it might possibly draw from the calf the 4th. mate of the L. C. R. got fast to him also, in order that we might not be deprived altogether of an opportunity to work upon the cow. The mate of the L. C. R. then hauled up and shot a bomb lance into her, which had the effect to drive her farther up the mud hole into much shallower water and here our 5d. mate pulled up to and struck her. Shortly after this she lost the run of her calf several times and on these occasions exhibited a few of the usual symptoms, chasing every boat which she happened to catch sight of and rushing us all on to the flats whither we fled for safety. Once when she rushed us so, the 5d. mate let his line go, to get out of her way, and our mate cut from the calf for the same purpose but the 4th. mate of the L. C. R. still held on to him. Whenever the cow would find the calf again she was immediately pacified. The next opportunity for disturbing the cow's peace



of mind occurred on the flats, where she ran herself aground so that  
 her back was out of water three feet I should think. The two mates  
 then approached her, one on each side shooting and lancing her  
 several times. a bomb lance shot into her there was followed by an  
 immediate explosion and the whale was shaken from head to  
 flukes, very badly hurt and by it, caused to move off the flats  
 into deeper water. The mate of the L.C.R. then shot another bomb  
 lance into her which was also followed by its loud explosion, and it  
 hurt her so badly that she then left her calf, to which the 4th. mate  
 of the L.C.R. was still fast. The 2nd. mate of the L.C.R. soon after this  
 managed to hook up our 3d. mate line which was attached to the cow  
 but the iron shortly drew from her, thus leaving her again free, she was  
 then travelling a straight course, heading over towards the island,  
 and going quite slowly so that in the mate boat we found no  
 difficulty in overtaking and striking her. the two boatsteerers next  
 went up with their boat and got fast then we hauled ahead and  
 the mate shortly set the whale spouting blood with a hand lance.  
 It was then very easy work as we only had to haul ahead and  
 hold the boat up to the whale while the mate lanced her; this  
 work soon terminated her existence, the mate of the L.C.R. and  
 our 3d. mate having struck after the whale was spouting blood, so  
 that when she expired there were four boats fast to her. The 4th. mate  
 of the L.C.R. had remained behind to kill the calf and we saw the  
 little fellow kicking up there almost as vigorously as his mother  
 had, as soon as he had killed the calf the 4th. mate of the L.C.R. came  
 down to the rest of us, and taking the cow in tow we shortly had her  
 alongside the bark. This cow gave us about as much if not more trouble  
 than we had before experienced in taking any of the whales we had  
 caught; she was extremely cunning and very tenacious of life.  
 Having a long and very hard flurrying when she finally did get ready  
 to succumb. when it was thought she was perfectly dead the mate  
 of the L.C.R. commenced hauling up to cut a hole in her, but he  
 was suddenly dissuaded from this enterprise by suddenly seeing  
 the cow suddenly commence as violent a kicking as she had pre-  
 viously been engaged in. she had three flurries in this manner.  
 During the whole of this interesting performance and when we  
 arrived alongside with the whale, our skipper was absent in the sea  
 or bay whether he had gone with Capt. Clark in the Favorite, in  
 binding to return in a brig that was lying up there, desirous of  
 coming down to the lee bay. Before we had finished cutting in the  
 whale yesterday afternoon the captain arrived, bringing down the afore-  
 said brig which was the Frances of San Francisco; she came to an



anchor a short distance in shore of us and there it remains waiting  
 for a favorable opportunity to take her down to the ice where she is  
 to remain whaling the remainder of the season. The *Fort Neptune* and  
 the brig *Prince of Wales*, both of San Francisco were reported as being the  
 two vessels that we had previously observed lying to in anchor at a short  
 distance to the leeward of Pelican Point. Both these vessels were whalers,  
 but they have not yet been engaged in whaling in this bay. The three  
 ladies of La Paz, two on board of us and one on board the *S. C. Richmond*  
 were yesterday put ashore at their request in consequence of a general  
 row between them and their keepers. They took up their abode at old Bill's  
 mansion and I believe it is their intention to take their departure  
 for La Paz as soon as convenient. This Sunday morning for a  
 wonder the boats went up to the mud flat unaccompanied by our mate.  
 This was the first time when they had done so during the season.  
 But a case of necessity occasioned it as we had no line &c. ready for  
 whaling. Before night however, we were doomed to have a share in the  
 transactions of the day. Upon arriving in the mud flat our two boatsteer-  
 ers got fast to a cow, and the 1st. and 4th. mate of the *S. C. R.* soon got  
 fast also. The cow then received a spearing, lancing, and shooting from  
 each of the fast boats and seeing them busily at work upon her from  
 the bark, we considered there was no necessity of our lowering but the  
 day wore on, the sea breeze had set in strong and still the whale contin-  
 ued to spout clear, running down along the main land beach in shore  
 of the ships, and apparently not acting very hot. Shortly before they  
 arrived in abreast of us, we were suddenly surprised by observing a ste-  
 ven boat approaching the ships being towed by one of the other boats.  
 This brought us in for it immediately and hurriedly getting the boat  
 ready, we lowered down and started for the whale. In our way we passed  
 those coming on board and observed that it was the mate of the *S. C. R.*  
 who had been pretty badly stoven and those towing his boat and crew  
 were the 4th. mate of the *S. C. R.* and his crew, he having cut from the main  
 for that purpose. This left two boats with the whale, viz the 3d. mate of  
 the bark and the two boatsteerers arriving near the whale so formed  
 one of the latter busily engaged with the spade, cutting the cows fat in  
 small every time she spouted. The 3d. mate was also fast to the cow  
 having picked up the line of the stoven boat. As we reached  
 the boatsteerers, our iron was passed into their boat and put into the cow  
 for us. we then hauled in next to the whale and the mate was calcu-  
 lating to fix the whale very soon, for she at first ran along very stead-  
 ily, two or three bomb-lances were shot into her, but not bringing her  
 to rest, the want lance was brought into operation and almost the  
 first go off, after this the whale somewhat surprised us by suddenly



sing directly under the boat, heading fore and aft with us. The boat slid  
 off into the water on the Starboard side of the whale and came very  
 near capsizing by which myself and the bow oarsman were tum-  
 bled over the gunwale very unceremoniously as being on the lower side  
 of the boat. I managed to keep hold of the gunwale and seeing the  
 cow drawing herself forward on the bow, scraping sides with it as she went I  
 thought that possibly she might have administered a slap before she left us,  
 and preferring cedar to the water in such a case it took me but a very short  
 time to resume my position in the boat again, which was then half full  
 of water taken in over the gunwale. The bow oarsman also followed my  
 example; the mate in the mean while, seeing the whale rising, thought  
 it best to kill her if possible and accordingly set his lance down in the  
 region of her fin, but just at that instance she came in contact  
 with the boat, and nearly capsized the mate, bending the lance so  
 that it did not enter her very far thus saving her life that time.  
 She drew herself along nearly the whole length of the boat and fin-  
 ally settled without striking us leaving on the bow about a foot or  
 two a barnacle from her side which was scraped off by coming in  
 contact with the gunwale of the boat. When she had at last gone  
 down we were very agreeably disappointed in finding a whole boat left  
 under us, and therefore bailing the water out we continued on after her  
 the mate using the spear, lance and gun. The whale was at this time  
 running over towards the island, about a mile to the leeward of the ship.  
 The 2nd. and 4th. mates of the L. C. R. soon came down to assist us but before  
 they had reached us our iron drow getting our warp to one of the fast boats, how-  
 ever, we were soon fast to the whale again. The 2nd. mate of the L. C. R. shortly came  
 up with us, and he also got fast. we then started out and gave him a  
 trial at her, by this time she had got so that she barely moved through  
 the water heading to windward and thus showing a good chance to kill  
 her. The 2nd. mate of the L. C. R. made several desperate attempts to do this but no  
 succeeding we again pulled up to her and the mate directly had her spear  
 lod. The last time he lanced her she was killed dead immediately rolled  
 her out and sunk without having a fling. We then anchored her, left  
 of the bow without a crew, fast to her by three lines and came on board  
 very much fatigued. During the whole time that our boat was down  
 the sea breeze was blowing unusually fresh, kicking up a rough sea through  
 which we were jumping to the windward close to the whale's flukes, and  
 kept continually wet, very disagreeable. The whale from the first, did not  
 get bad and during the time we were fast to her, did not once raise her flukes  
 out of water to kick. She had been spotted most mercifully before our  
 arrival and the game was then well kept up by our mate. It appears that  
 the mate of the L. C. R. was stolen in the same way that we were caught.



which was by the cow suddenly stopping, under water and rising to the surface, when she came up under him, two of his crew took to the water voluntarily, and to this he attributed his being stove, in consequence of not having men enough to stand out of the way. The 4th male's crew, of the L. C. K. porgellus, had a hard pull of it, after towing the 2nd time and arrived at the scene of action just in time to witness "the death". This whale yet remains anchored near the island a very little to the windward of the ship which will probably create employment for us on the morrow. The Liver pool's boat also have had a very hard time of it today, having struck a cow in the mud hole and cut her in two to the windward of Pelican Pt. a long way. Brig Prince de Joinville today arrived from Pelican Pt. and anchored not far from us. She is shortly bound for the Bee Bay whaling. The busy times in the boat this week have also made it busy times on board. Both vessels have been boiling through the week and blubber and gurry around the decks has by this time become a very uncomfortable thick. The third whale boiled by us since mooring, got by our male on Saturday of last week, yielded us 48 bbls. of oil. The 3d. by the L. C. K. taken by her 4th male on Thursday last, 58 bbls. The returns of the two taken since have not yet arrived. Whales in the mud hole, all cows and calves, we now find far more numerous than ever, and for the three of us, viz. Liverpool, Richmond and Arab, there are more than enough to prevent overhauling. Next week is looked forward to as a busy one.

Saturday, February 4th. 1856. The week terminating with the present date has passed away with us quite as agreeably as could have been expected. At its commencement on Sunday last we were busy through the day in a futile attempt to get the whale alongside that had been killed and anchored on the preceding day. We managed to haul his flukes near the surface of the water by the lines fast to him, all the crews being well off, the 3d. male of the L. C. K. then held his flukes up, with his own while our male endeavored to get an iron into the whale further forward, but in doing this he cut one of the fast lines and the whale sank so suddenly as to nearly take the 3d. male of the L. C. K.'s boat, down before the lines could be cleared from her; we then left him anchored, visited him again in the afternoon and in trying to haul him up drew an iron then left him anchored again with only one line fast to a buoy over him. No boats visited the mud hole for the purpose of whaling, on this day, agreeably to a contract of all the skippers, very good idea! The brig Francis sailed for the Bee Bay Sunday. Monday boats from the three ships visited the mud hole, and there our male gave the boatswain an excellent chance to strike a cow but darning he just grazed her back and after this man of our gang could get a chance at either her or any other whale and therefore we returned on



board The 3d. mate of the Liverpool on that day got pretty badly stowed by a loose  
 cow, but none of the crew were injured. When our arrival at the ships we  
 found that the boats not with us had been up and got the dead whale,  
 which they found floating and pretty well blasted up; she was taken a-  
 buoy side of the L.C.R. and there cut in the same day. On Tuesday went in  
 the mud hole as usual and the 3d. mate of the L.C.R. there struck and  
 nearly all the other boats down, one after the other undermanned his line, and at-  
 tempted to get fast to the cow but she kept her body under water so much  
 showing nothing but her spout holes, that none of the boats could get fast to  
 her. She was also continually milling in all directions which made it  
 very unsafe for a boat to approach very near her. Several bomb lances  
 were shot into or at her by the mates with the idea that these might  
 possibly cause her to show her body more, but they had little effect, once  
 in undermanning the two boatswains got an indifferent chance at the  
 cow, and an iron was tried at her, but just at that moment the calf  
 raised up before the iron, which entered his small, but as it was useless  
 to have the boats fast to him, the line was immediately cut. After  
 we had been thus bothered for some time the whale all the time  
 keeping near the same locality, Capt. Cochran lowered and came up  
 to assist us; he also had the 3d. mate line trying to strike the cow  
 but succeeded no better than any of the others had. The sea breeze  
 soon began to freshen rendering it very difficult for the boats to work  
 around the whale, and Capt. Cochran therefore advised to cut from  
 the calf and return on board, which after some delay was finally done.  
 In hauling up to the calf for this purpose the 3d. mate of the L.C.R.  
 cut his line just at the moment that the cow raised her whole  
 back out of water close alongside his boat. This was the only chance  
 she had yet shown a boat but having no iron ready the 3d. mate seized  
 his lance and put it into her its whole length, well forward on her  
 edge, she settled quietly out of the bay and seeing no further chance  
 for saving her we all set sail and left for the ships. After arriving  
 on board we finished stowing down about 220 bbls. of oil, the total  
 amount which we had boiled in the bay up to that time. This same  
 day the brig Prince de Joinville sailed for the lee bay. On Wednesday  
 morning the weather looked somewhat unpleasant, and as it was  
 expected to be worse none of our gang lowered for whales on that day.  
 The weather however, did not prove to be so bad as we had expected,  
 and about toward noon the boats lowered from the Liverpool went  
 up in the mud hole and got a whale. In this day we also observed  
 the bark Neptune, that was lying at Pelican Point to be boiling and  
 accordingly our skipper took a boat and crew and went up to pay her  
 a visit on his return, we ascertained that the whale she was boiling



was one from which the Liverpool boats had cut some days previous. The Neptune boat found him dead in Red Lagoon. We had received information from some Mexicans on the preceding day that there was a dead whale up there and were preparing to go up to find him when the Neptune was discovered baling, and we immediately conjectured she had found the whale. On Thursday the boats again went in the mud hole and for up, the two boats towing, struck and drew from two different valves, drawing from each before a chance to strike its mother could be obtained. Our mate also got within dart of a calf which the boatwren missed. Several other whales were also chased, but being unable to strike we started for the ships and on the passage down we discovered them cutting in a whale on board the bark, which somewhat surprised us. Arriving alongside we ascertained that they had picked the whale up dead a few miles to the windward of the ships, there were no wounds in her but several marks on her corresponded with those inflicted on the whale whose calf the 3d. mate of the L.C.R. had struck on Tuesday and we had no doubt but that it was the same one, as the gun which the 3d. mate gave her when he cut, it was then considered would kill her. She was a large whale, and not at all badly blasted. The Liverpool boats got fast to a cow on Thursday, were carted up to the windward and finally lost their whale. Yesterday (Friday), chased a number of cows and calves in the mud hole, but did not succeed in striking. The Neptune left the bay yesterday, and we received two visitors from the windward, one of these was Capt. Clark of the Mogul, who came down in the Favorite merely to see how we were getting along, the other was Capt. Scammons of the ship Concord of San Francisco. He came down in one of his own boats. The Leonore had but lately arrived in the weather bay, having been out on a cruise since boarding our mate in the Tom Pepper affair. Clark reported the Mogul with 15 whales this season, the Favorite did not arrive here until late in the evening yesterday. To day (Saturday) boats in the mud hole as usual when after a long chase the 2d. mate of the L.C.R. finally struck a cow, the 4th. mate of the L.C.R. then undermanned his line and got fast, next our 3d. mate struck, the two mates then commenced shooting, and in a very few minutes our mate set the cow spouting blood with a bomb lance; both the mates then got fast, lanced her until she turned up, then all hands hooked on and towed her alongside of the L.C.R. where she was cut in. The Liverpool also got a whale to day. Capt. Clark this afternoon sailed for the weather bay, accompanied by Capt. Scammons of the Leonore. Busy times on board have continued with us nearly all the week, those going in the boats having their share of the work to do when arriving on board in the afternoon, and being employed either on board the bark or the L.C.R. without regard to which vessel they belong, either one or the other of us are boiling pretty much all the time. The whale hatch, boiled has yielded us, follows, viz the 4th whale baled by us since



mating, got by our mate on Friday of last week, 41 bbls.; 5th. by us picked up dead on Thursday last, supposed to have been struck and killed by the 3d mate of the L.C.R. two days previous, 53 bbls. 4th boiled by the L.C.R. str. by the two boatsteerers of our bark on Saturday of last week, 38 bbls.

Old Bill the carpenter on shore still continues in his business of stripping the fat from carcasses and bringing it to us as at first; young Bill, the former partner has left the firm and for some time has been employed on board the L.C. Richmond, but having obtained some Mexicans to assist him, old Bill still drives as brisk a trade as ever. The people of the ranch we see occasionally and from them obtain supplies of fresh beef regularly, so that we have it on board all the time. The whales still continues as good as ever and whales in the mud hole are very plentiful, they also appear to be found in the lee bay as we can occasionally see the brigs boats down there chasing them, and once or twice the brigs have been observed boiling. Our 4th mate, Mr. Davis who has for a long time been off duty with a sore foot is now getting around once more and next week we shall probably have him down in his boat with us again.

Saturday, February 16th. 1856. The past week has as usual been one of variety and the transactions have not been altogether uninteresting. We commenced the week by taking a general rest all day Sunday. No whaling was performed by any of the boats from either ship, and the day was gammed and saged off in fine style, so that on Monday morning we were somewhat refreshed and turned out well prepared for the duties of the week in the boats; accordingly, proceeding to the mud hole on that morning the chasing commenced, on that day our 4th mate was down heading the boat which the boatsteerers formerly had: the one who had formerly steered the 2nd mate steered him and to steer the mate's boat we had our old boatsteerer who had steered her previous to the 2nd mate's giving up his boat. With this re-arrangement of the gang, on Monday morning we followed the whales up pretty sharp and our mate's boatsteerer had two long darts at different whales, fastening to neither, but pricking one of them very slightly. After this our 3d mate struck a calf and held on to him: the 4th mate of the L.C. then undermanned his line and got fast to the cow, but shortly after the calf died from the effects of the 3d mate's iron and seeing this very immediately anticipated trouble; several bomb lances were shot into the cow but they did not hurt her much, she soon began to miss her calf, or rather to learn that it was lost, for the iron had entangled it in both together so that she was towing the dead calf as she went, this immediately brought on the symptoms, about the same time the 4th mate



of the S.C.R. drew from her, and anxious to save her if possible, our mate put  
 her about and struck her just before she began to "raise up". We were then  
 the only boat fast to her. She soon began to display her indignation, wrath,  
 or sorrow, whichever it might have been in the usual manner by bolting  
 about in all directions, rising very irregularly and frequently milling  
 short round in one such evolution she approached rather nearer to our  
 mate and thinking that he was laying himself liable by stopping there, he  
 let go his line, which was still attached to the calf and pulled out of her  
 way. After this several of the boats took our line and endeavored to get fast.  
 But the cow would invariably mill towards the approaching boat, when  
 they had hauled any where near her, we also tried to get near enough  
 to shoot a bomb lance into her but she served us the same game and as  
 nobody seemed at all desirous of approaching her, our line was cut and off  
 we started in pursuit of a whale that had for some time been observed  
 near the weather beach of the mud hole, kicking very ferociously. After put-  
 ting a short distance we saw what was the occasion of all this fluking. A  
 set of killers had got around a cow and calf and the killers were very desir-  
 ous of obtaining a meal from either the cow or calf. The cow was defending her-  
 self and calf from the attacks of the killers, knocking them right and left with  
 her flukes at every opportunity. The whole lot were so intently engaged in  
 the attack and defence that in our mate's boat, being ahead, we approached  
 them unnoticed, pulled directly up to the cow, off and on, and the first  
 intimation that she got of our proximity was by feeling an arm on her  
 side. Our 4th mate immediately took our line and got fast before the cow  
 recovered from her astonishment. The killers then left for parts unknown  
 and the cow ran along the beach in towards the mud hole, the mate com-  
 menced using the hand lance and darted into her several times she run-  
 ning along steadily the while and not kicking at all. The mate of the S.C.  
 soon came up and shot several bomb lances into the cow when a hand lance  
 would have done just as well, then got fast to her. While we were laying a-  
 stern for the S.C.R. to strike, the cow from which we had cut in the morn-  
 ing came bolting around amongst the boats and alarmed us not a little  
 by coming very near the boats several times but she shortly started off to the  
 seaward again like a devil, and left us alone with the first whale once more.  
 Both mates then commenced using the hand lance, one each side of the whale  
 and in short time our mate set her spouting blood. A moment after she came  
 up across the head of our boat so that the boat was jammed hard against  
 her side and while laying thus the mate took a "set" on her, which turned  
 her up before we hardly had time enough to get out of her way. Boats then  
 hooked on and towed her alongside the B.R., where it cut her in the same  
 day. On Tuesday morning the rest of the boats were a little ahead of our  
 mate, and before we arrived in the mud hole, the 2nd mate of the S.C.R.



had got fast to a cow with very little difficulty but we arrived there too  
 after. Immediately upon the 2nd mate striking, our 4th mate under-  
 run his line and got fast also. The mate of the L. C. R. then took one of  
 the fast-boats lines, hauled up, and shot two bomb lances into the cow  
 setting her spouting blood with the 2nd mate. While all this was going for-  
 ward, our boat was quietly towing astern of one of the fast ones, the  
 whale going so fast that we were unable to get up to her. But as soon as  
 she spouted blood her pace slackened and both mates struck, after  
 which they lanced her until she died; it was then early, the chance for get-  
 ting another whale was still good, and therefore leaving the 2nd mate  
 of the L. C. R. to tow his whale down along, the remainder of us proceeded  
 back to the mud hole chased several whales but did not succeed in strik-  
 ing and therefore returned to the ships; the new whale was taken  
 alongside of the L. C. Richmond. This same day the ship Leonore of San  
 Francisco came down from the weather bay and anchored a mile or  
 more to the windward of us, and off in the direction of Pelican Pt. San  
 then she has been whaling with the rest of us. On Wednesday there  
 was quite a crowd of boats in the mud hole, our boats among the  
 rest; of course we chased a number of whales up there but none of  
 our gang could get fast; the Liverpool's boats got first and drew, and  
 the Leonore's gang also got fast to a cow which ran then some dis-  
 tance from the mud hole, along the weather beach. The boats of the Liver-  
 pool, L. C. R., and Arab, then went ashore up there and had a jolly  
 time roasting oysters, having previously chased all the whales out of  
 the mud hole. While we were busily engaged with our oysters, the Le-  
 nores boats were observed coming up the mud hole at full speed, in  
 pursuit of their whale from which they were all loose. The whale  
 ran up near where we were and we looked on to see the chase  
 thinking possibly there might be a denouement before long and  
 so indeed there was, for when the whale arrived as far up the mud hole  
 as he could get, fetching up against the bank of the channel, we sud-  
 denly heard the cracking of cedar. The 4th mate of the Leonore had been  
 very close to her when she brought up, and suddenly slewing around un-  
 der him she knocked the whole bottom of his boat in. The crew being all  
 Kanakas were striking out in all directions, and seeing their predic-  
 ament, our boat shoved off and took the stricken boat and crew on  
 board the Leonore, leaving the rest of her boats to pursue the whale, after  
 they had had a long and tedious time of it. They succeeded in saving.  
 Liverpool's boat struck a calf after leaving the beach, and killing it  
 they were obliged to cut and leave. Thursday again in the mud hole, the  
 Leonore's mate struck a cow on the 2nd. The 4th mate of L. C. R. under-  
 run, got fast and soon after our iron drew. The 5th mate of L. C. R. put it into the cow for



us again, our 2<sup>d</sup> mate then got fast, and the 1<sup>st</sup> mate stood ahead and shot four bomb-lances into the cow, setting her spouting blood some with the 4<sup>th</sup> cow. The 4<sup>th</sup> mate of the S.C.R. then got fast, our mate went to heaving and at last set the cow spouting blood from which she never recovered. At her death we hooked on and towed her alongside the bark, finishing the day by cutting her in. Yesterday (Friday), upon arriving at the mud hole we found the Eleanor's boat had got there some time ahead of us and stirred up the whales by striking and killing a cow calf. The cow was rolling around there and all the boats dug for the shore where we had an oyster roast of several hours duration, after which the boats all returned to their respective ships. Today, after arriving in the mud hole we chased several whales and at length our mate got fast to a calf or a cow on the flat, which one was struck was certainly killed as we then again as soon as the 4<sup>th</sup> mate of the S.C.R. took our line to under-run, but from the rate we travelled I should judge it was a cow. There were two cows with their calves, together when we struck, the boatster then darted under water pretty deep and got fast to something, when there was a very furious kicking about us for a short time and we were fortunate in escaping unharmed. After this we also got fast, some of the boats were ashore, the cows roaring, oysters, others were gamming and others cruising about in all directions. After this we all returned on board. Whaling is now getting to be quite an agreeable business, to strike the whales we have to go much farther up the mud hole, which is a sort of large lagoon, than we used to, and as the water up there is very shallow there is generally some rushing there when a whale is struck, for they and all the rest, almost invariably, make a grand charge to get in to deeper water, carrying a breaker ahead of them behind which a boat is hardly to be seen. This is the most beautifully exemplified by striking a whale on the flat where she cannot get her whole body under water. They also make the boats stand when in such cases. Once I remember when our boat was pulling rapidly toward the Ind. mate of the S.C.R. who had just struck a cow we were suddenly interrupted in our career by seeing the wakes of whales all across the channel up which we were pulling. All of them coming down at full speed and the first thing we knew they sent a whale flukes close to the stern of the boat, and whip! went another pair of us immediately after. Thinking ourselves in a dangerous neighborhood we turned around and for a few minutes the boat crew pulled as hard as they ever did, towards the shore, to get out of the way of the whales which were all about us in the manner described. When they had passed we again turned, and went to the assistance of the fast boat. Such scenes as these are highly exciting and there is really considerable fun in it. Besides there are our oyster roasts on shore, the gamming in the boats &c. There are seldom less than twelve boats up



there, more frequently thirteen or fourteen and sometimes even fifteen, and when we all get on an oyster roost together we have quite a lively time. In reaching the entrance to the mud hole in the morning it is customary for one boat to wait for another so that all may start together and have an equal chance. There is always whales enough there for us all, and we get along amicably. The whales lately killed by us and the L.C.R. have yielded oil as follows: viz the 5th. by the L.C.R. got by her 2nd. mate on Saturday of last week, 38 bbls. 6th. by us, got by our mate last Monday 56 bbls. 6th. by the L.C.R. got by her 2nd. mate on Tuesday last, 58 bbls. 7th. by us, got by our mate on Thursday last, 36 bbls. This is the last whale taken by any of our gang.

Saturday February 23d. 1856. A change in the state of our affairs has now taken place or is about to take place in consequence of the dissolution of partnership between the Arab and the L.C.R. Richmond in consequence of the departure of the latter which is soon to take place, but a long and busy week has all to be accounted for before the time arrives for treating upon this subject, and therefore to begin with Sunday last. As no whaling has been done by any of us on the sabbath since the arrival of the Liverpool last Sunday was a day of general rest and recreation; some were employed sleeping, some gambling, and the 2nd. mate of the L.C.R. with a boat's crew, went ashore on a cruise: when he got ready to return, one of his crew, a foremast hand was not to be found he having taken the supply of food which was brought ashore for a dinner, and he was gone; since then nothing has been heard of him. His intention was well known in the fore-castle of both the L.C.R. Richmond and the Arab, several days previous. On Monday morning the boats were in the mud hole, where cows and calves were chased, but none of our gang succeeded in getting fast. The boats of the Leonore and the Liverpool both got a whale on that day. Tuesday, in the mud hole again, our mate struck a calf, 2nd. mate of the L.C.R. under our line and got fast to the cow, the mate of the L.C.R. struck next, and then our 4th. mate got fast also; next the mate of the L.C.R. shot two bomb canes into the cow and set her spouting blood. we then left the calf, struck the cow and the mate terminated her existence, when we towed her alongside of the L.C.R. That evening Capt. Bird of the Mogul came down in the Favor and reporting the Mogul with 19 whales this season. He also brought to us the news that he had passed a dead whale near Pelican Pt. on his passage down. Accordingly on Wednesday morning, besides the boat that went in the mud hole as usual, the 1st. mate of the L.C.R. and an



3d mate went to look for the dead whale soon by Capt. Clark. In the  
hole Fortune again leaped us; cows and calves were raised and in a short time  
our 4th mate struck a cow; the 4th mate of the L.C.R. underm the line and  
at last the whale then started off pretty briskly but with the 4th mate  
mentioned officer soon brought her to a stop by jumping his gun to the 4th  
mate of the L.C.R., our mate at last shot one round lance into the whale  
and with it set the whale's rotating good blood and forcing her forward  
as usual and exciting the fish was a corker although she had a terrible fight  
with Death before he conquered her. The motherless calf was then killed  
and hooking on to the cow, we started on the ship. While we were towing the  
two boats that had come in pursuit of the dead whale we observed Doves  
ward the island with a whale in tow, and as the whale that first reached  
the ship was to be taken alongside the bark three four crew made the water  
mate and thereby avoided the disagreeable operation of cutting in a "sticker"  
as we reached the bark first. The son to go with the other whale soon  
reached the L.C.R. Richmond and the remainder of the day was spent in cut-  
ting in and trying out by both crews. Where that boat got the dead whale shot  
of from him is described by Capt. Clark, near Pelican Pt. and just to  
wardward of the tug such the harbor of San Francisco. They lying at  
anchor and there having entered the bay to obtain wood probably. The whale  
was pretty badly blasted and the small whale cutting in was almost in-  
enable but this did not affect the quality of the oil. No craft was found in her  
but it was supposed to be a whale to which the boat of the River had been  
of set. On Wednesday forenoon the 1st crew's crew succeeded in getting along  
side of the L.C.R. whale which they had killed on Monday she having  
horned up a long distance to the leeward of the ship. This day (Wednesday)  
was the last of the L.C.R. Richmonds to haling. On Tuesday and yesterday,  
strong breezes prevailed continually, blowing from seaward and down the bay  
the mud hole and preventing us from doing any whaling. On board, we  
were employed boiling and stowing down also in settling account with  
the Richmond; several barrels of oil were taken from the Bark to  
make up the difference, the whales killed by us since mating, having  
yielded the most oil. On day (Thursday), the weather was again im-  
provable for whaling, and in the morning the 1st, 3d, and 4th mates  
started for the mud hole with none of the Richmonds boats to de-  
pend upon for assistance. Arriving at the above mentioned locality the  
three boats set in chase. Two cows and calves together, and in endeavor-  
ing to cut them off the 4th mate suddenly found himself directly  
over them, having previously been unaware of their close proximity.  
The first intimation he got of their presence was a slap with a cow's  
flukes at his stroke. The boat above water on the starboard side over-  
by amidships, starting her slightly and knocking one two or three in



overboard: both cows then rose to the surface of the water and for a few moments the boat near them could scarcely be seen for the white water they made and it seemed almost impossible for the boat and crew to escape without further injury but neither of the whales struck her a second time. The man knocked overboard was unhurt, and got safely back to the boat again, but while he was in the water, the alternate appearance of him a calf, and a cow, often or flukes gave us some apprehensions for his safety. We cruised about in the mud hole some time after, but failing to strike, returned on board. We were not the only unfortunate ones in the mud hole to day as one of the Liver boats boat was also slightly struck and they returned on board empty handed. The Leonores boat however, succeeded in getting a whale thus has another week's work secured, and the business still continues in a flourishing condition. The intended departure of the Richmond now engrosses the principal amount of attention and perhaps even now many of us have said our last adieu, as tomorrow she leaves for the Sandwich Islands. The loss of her company will no doubt be felt by us all, for her crew were a good lot of fellows. As seldom are seen assembled together in one ship, but as to the assistance they have ever afforded us in the mud hole, that I think, will hardly be missed. Brief saying is of our whaling affairs during the time we were in company will better demonstrate this: The number of whales struck by the boats of both vessels in this time is thirty two of these, our boats have struck twenty two, the L. C. Richmonds boats ten. The whole number saved is sixteen, of these eleven were struck by our boats, three by the Richmonds and the remaining two were picked up dead. The greater part of these sixteen were killed by our anath, and therefore I think we can still muster a gang that can do some execution in the mud hole with a fair chance. Next week however, will decide this. The three whales taken by us while in company this week yielded as follows, viz. the 1st and 3d about 4 bbls. each, the 2nd (Climber) 30 bbls. The quantity of oil boiled from each whale is now considerable less than it was for the same sized whale several weeks since which is owing to the rapid growth of the calves, those now seen in the mud hole all being of a "goodly size" and consequently more capable of inducing their maternal parent to a state of leanness. The brig Sarah MacFarlane before spoken of still lies at her anchorage near Pelican Point, but as yet, we have had no communication with her. Capt. Clark of the Mogul to day finished his gam with the skippers and started in the Favorite for the weather bay.



Saturday March 1st. 1836. The weather  
 ing with this date has been throughout & from one to the Crab crew, Sunday  
 was the only leisure day and last day of the season. The weather was  
 very much improved on Sunday and we were all on board the Richmond  
 and at about noon it was found that the ship was standing across the bay  
 from her with a drift wind. We were joined by the ship on Sunday when we came  
 to anchor in the afternoon, and after remaining on board of her all night  
 and seeing her leave the bay the next morning our party returned to the boat  
 and for some days stayed on board the ship. The ship was at Station  
 Point for some time. In their passage down no doubt many of our crew  
 would gladly have accompanied the Richmond on her journey across the  
 bay. But on account of the weather, with a disordered and probably be-  
 cause many more whales that have passed as the whales are now getting  
 scarce and it has been determined that the ship must go another season  
 southward her head is turned homeward. On the morning of Monday  
 our three boats were sent out to hunt for whales and the boat with the  
 three men in it was the first to start. The boat with the three men in it  
 cast and cut all three of their lines together and the 4th. male shortly  
 struck the cow when off they started, the cow went at a rapid rate of su-  
 raming for us, however we got the 4th. male's line in the male boat, but  
 though the whole crew hauled and heaved on it until we were about tire-  
 red out, yet we could not get so much as to get a second line into the cow,  
 as she was swimming fast and when the boat which was very near  
 her, down she went and took all the line again, the bull, he might  
 have struck with some force across the head of the boat, within short  
 several fathoms but for some reason or other he was permitted to go scathe-  
 less. Finding at length that it was useless to attempt to get fast to the  
 cow in this manner our iron was passed into the 4th. male's boat to  
 let him have a trial while we towed a stern line, then hauled up, started  
 at and missed the whale several times, and on the last occasion  
 we got a trial of our line. The whole then took the fast boat away from  
 us rapidly, running toward the ke passage and the 4th. male was left  
 to him, alone, the 3d. male then being in stern and our crew were  
 of as little assistance. We however followed on after, while the  
 4th. male filed the line off rapidly, but with little effect, until he  
 saw there was no probability of bringing the whale to before they would  
 be in the water. In the meantime he cut his line, the boat then being  
 but a short distance off and showing the treachery of these creatures  
 and the danger there with connected, we did not stay long in their in-  
 quity, but all three boats proceeded to the island behind the water, all  
 day, there was innumerable confusion, & a very great deal of  
 by the numerous shoals and sand bars, running in all directions



but we were too far in to save much of a breaker, getting out of this, we continued on, we along the beach a short distance farther, where all hands landed and eat dinner, after which, with a strong breeze we started for the bark and the men having the fastest boat we arrived alongside first about 3 P.M. being told then, unaware that a slight accident had happened to those we left behind. From the bark the boats of the 3d. and 4th. mates could be seen, but one of them was filled with water. The two crews being in the other boat, and whether the sunken boat had swamped or been stove by a muske digger was a conjecture. That she had swamped or capsized seemed quite probable and that she had been stove by a whale, not altogether impossible, as we had seen several bulls on our passage over, and one of them might have accidentally come up under her. However, our boat was immediately despatched to their assistance and arriving at the other two boats, we ascertained that the 3d. mate had been capsized by cramming a lee oar. The 4th. mate was fortunately in sight of the accident and immediately went to their assistance, leaving the whole crew but some of the bookkeepers were well nigh exhausted. When picked up, the day being pretty chilly and the weather rough. When we arrived the 4th. mate had the 3d. mate's boat in tow, pulling to the bark, at first we endeavored to bail her out but the roughness of the sea prevented it, therefore both the other boats hooked on and towed her alongside the bark which was the termination of that day's exploits in the boats. The same day (Monday), the Leewards boat got a whale.

On Tuesday better success attended less exertion. The mud hole was visited by three of our boats as usual, and being unable to strike at her our mate lent a little assistance to the Leiver boat gang, who were fast to a whale; he shot one or two bomb lances into her but did not succeed in bringing blood. We then raised a whale in a light of the bay near, on the flats, and started in pursuit: we reached the whale before she could get off the flats and got fast to her where she could not get her back under water. The 4th. mate, being nearer, was without difficulty the 3d. mate being ashore, but the mate immediately went to work with bomb and hand lances, and before a boat could get to us, or even before the whale could get off the flats, he had set her spouting thick blood with one of the hand lances, and such blood as soon terminated her existence. She turned up in a very few minutes, on the flats, in about eight feet of water. Killers were then in sight at a short distance, and leaving the whale we started to strike one, but in this did not succeed. It then became manifest that the cow we had killed, had but recently been made calfiess of these same killers as the intestines of the dead calf were observed to rise to the surface of the water as the bodies



torn at the bottom by the killers, and this circumstance being known before we  
 the whale, it might possibly have caused a change in the proceedings as we have  
 several times witnessed the ferocity of a cow after losing her calf, but this whale was  
 taken with the intent to make of her that she might be put on board in the bay.  
 After finding that the killers were too wide awake to allow themselves to be fast  
 and to be turned to the best advantage, we saw other boats had then a good  
 all hooked on and started on the 10th. The 1st and 2nd boats were then still fast  
 to their whale far up the lagoon at the mouth of which we struck ours, but  
 in considerable trouble they at length succeeded in pulling her. She was  
 not a whale the same day. We arrived alongside the bark with our whale in good  
 season and had heard a man of war that surprised us, this was that  
 one of our shipmates had deserted. He had come in here in a boat that went in for  
 beef & then we left in the night before the morning and the last account we  
 have of him after, is that he started to look for some cam, as he said, but this  
 was only to show that he told it to some friends, & preparations for deserting he was  
 leaving the bark. He deserted an Englishman and some. The desertion was  
 did Carpenter he was noted a surfer, & he was known to all on board by the  
 name of Peter Johnson but in the forenoon his name was understood to  
 be James Osborne. There was a little of his family in the boat turning the bark  
 Diab again as we were and he fled to the bottom of the lagoon. James is with  
 him. When we were first taken away from the bark on the 1st of the afternoon, but on the  
 shore and made preparations for sailing. On the 3rd of our three boats on  
 a long way on the coast and the 4th boat was seen on the 1st of the morning along  
 side the whale. They had killed and sunk her before we saw her. The day before  
 and the 2nd boat was seen on the 1st of the morning in consequence of an exten-  
 sive desertion from her on the 1st night. The 1st boat was seen on the 1st  
 day of the 1st, the 2nd boat was seen on the 1st. There is a man with a quantity of  
 and sent for him to come on board, & it was then in preparation that probably he could  
 be got to come out with the California coast. Since their departure nothing has  
 been heard of either of them. The bark following we retained the particulars  
 of this desertion for a long time and we were proceeding to the south  
 where a more steady after our arrival the 4th boat struck a cow. The 4th boat  
 pulled up to her in order to underm the line but in attempting  
 to get it the two boats got foul of each other and as the whale was running fast  
 the 3rd boat let her line run out by hooking on. Some damage might  
 be done to the boat & crew. We chased the same whale afterwards but there  
 was no use, she had become too good a hunt & stop long, and very soon became out  
 of sight & we were then under the necessity of returning to the bark &  
 not again and proceeding back there the same day. The 1st boat to return  
 on immediately started off to seaward & saw that neither of the other  
 boats could get on us. Being still in the dark went to work with the  
 and gun & shot once but did little damage, & all but saw effect but the



hand lance worked up her feelings most of all. She continued to run a straight  
 course, down along the mainland never turning her flukes or snubbing and in  
 consequence of this the boat was half the time over the whales flukes as the male  
 all the time flying the lance and with this heat lost set the cow spouting  
 thin blood, until that time she had been running with unabated speed, but  
 this brought her to a little, so that the 4th male reached her and got fast.  
 After this she ran down, in shore of the bark, and along here the mate got  
 set, which put her in a hurry immediately and she turned up and  
 sunk about 10 ft. to the bottom of the bark. This is the first and only whale  
 out of twenty one taken by the Richmond and ourselves that died to the lee-  
 ward of the bark. The whale did not sink very heavily, so that we hauled her  
 up without much difficulty and hooking on to her flukes towed her along  
 'side, where, after getting the sluke chain on her she again sank heavily to  
 the bottom, and there we allowed her to remain. Thursday visited the  
 must hole again with our three boats, and there the 3d. male soon got  
 fast to a cow, she immediately started off briskly, but the 3d. male  
 stopping her headway a little with the spike, the other two boats caught  
 up. The 3d. male took the 4th. male's iron, and darting it, apparently threw  
 it into the cow the 4th. male then took our iron, and as we thought that  
 that also into the cow, at any rate the boats were all "fast", the male  
 hauled up and shot several bomb-lances at her, and then discovered  
 that none but the 3d. male's iron was in the whale the other two boats hav-  
 ing their lines foul with his and there by being towed along, the mate ac-  
 cordingly cleared the lines, and taking that of the 3d. male's we hauled  
 up and got fast solid, after which the mate commenced using the  
 Land Lance and spade. She did not at all after this but rolled back  
 otherwise as she was continually rolling in all directions and kick-  
 ing furiously. Another bother to us was the number of calves in the vicin-  
 ity, there being at one time no less than four, and as they were com-  
 ing up all around us they were frequently mistaken for the one belong-  
 ing to the cow. At last the mate broke his spade and slacked out to  
 give the others a chance, the 4th. male then went on and got fast.  
 commenced "boring on" and in this manner got several good lances at the  
 whale which hurt her badly, and caused her to act somewhat queerly, as in  
 rising to spout she would come up stern foremost and round out of  
 water from tail to head, instead of from head to tail, in the usual man-  
 ner. Then she was set by the mate and 4th. male, one on each  
 side got to churning her and soon brought the crimson current  
 from her spout holes, which flowed but a short time as she  
 went into her death agonies, expired and sunk some distance to wind-  
 ward of the bark. The 3d. male was immediately despatched to the bark  
 for an anchor and when this return was received the whale, marked



the spot with a buoy and then all started in the Ark. Drivings in round, around the whole taking up a float, and immediately commenced cutting him in which a whale was performed, and the blubber cut in the same way, the by work being in full blaze all the while. On Friday we went in the mud hole, carrying but little cargo, as we then had two on hand. Whales were pretty scarce, and not striking we came down, found the whale afloat that had been killed the preceding day, and taking him in tow started for the bark, got along side in safety and cut the whale in. Whales were taken by the same men yesterday with which they had considerable trouble. Today, Saturday, upon reaching the mud hole one saw and call on it, was seen, at which the Liverpool boats had the first chance and their Lord. wrote a short distance, but finding that he could not gain on her, gave up the chase, but he and the Liverpool crew and ourselves went ashore and had a jolly good time, roasting oysters. From the appearance of things in the mud hole today, I think that I may so safely venture to say that the whaling is about over with us for this season, and we had probably taken our last whale in the bay even now. The exact quantity of oil yielded by each of the three whales taken this week was not ascertained, but they averaged about 80 bbls. The shipkeepers have been kept pretty busy with the continual boiling and mincing, and to go in the boat, for the past week, has been considered quite a privilege. But little idle time has, however, been passed by any of us, as those going in the boats, have generally been kept pretty busy with the work, when they were on board, and have been required to stand short watches at night, whenever the by works were in operation. But another week, in all probability, will furnish all this kind of work in Magdalena Bay.

Saturday, March 8th. 1856. In the week just ending, a new creation has dawned upon us. The daily program one, that for eight long weeks, continued almost unintermittently the same, was this week been changed, and visions of muscle diggers need no longer disturb us. After passing Sunday in the usual manner over the boats from the Seniors Liverpool, and Ark, visited the mud hole on Monday morning and there, found not a single whale, such a circumstance as this was not known before, since the whaling commenced, but when after diligently looking for one for a long time, it became evident that none was to be found, I think the conviction was generally a pleasant one to those immediately interested. After ascertaining the state of things in the mud hole, we went ashore in company with the Seniors boats, and had some interesting time. Some day a whale was taken by the boats of the brig



Frances she having come up from the lee bay a few days previous and anchored near us. They took the whale, over land to the island after a long chase, and some considerable trouble. This is the last whale taken in the bay, of which we have any account. Tuesday while we were employed at work on board the bark, a whale was raised directly in shore of us, and we lowered three boats for her, but she was not seen afterwards except by one or two of the crew who did not feel interested enough to speak about it at the time, and they stated afterwards, that she was travelling rapidly down along the beach toward the lee bay. The remainder of this week we have been busily engaged in stowing down oil, clearing up the decks &c. but as for cleanliness, the bark is still in a sad condition, although in comparison to her appearance last week, she now looks quite respectable. The whole quantity of oil we have taken in the bay is now securely stowed in the lower hold and according to the gauges of the casks stowed, amounts to about 350 bbls. this I think is doing extremely well for us, and is far more than any of the crew ever expected or desired at the commencement of the season. To day (Saturday), we have been occupied in getting off a portion of the wood which was cut and piled before whaling commenced, about half of what we cut has been taken on board, and as this is found to be a sufficient quantity for us, the balance is to be left on shore for whoever may be fortunate enough to discover it; that we should have cut so much more than was necessary for our own use, has caused some growling amongst the boys. The movements of the other vessels around us lately have been somewhat similar to our own as they have been employed stowing down and clearing up their decks preparatory to leaving for sea. The Lion whaler has returned up several miles and anchored near the mud hole where she is now wooding, and to day the Brig Prince de Joinville came up from the lee bay and anchored near us. Both the brigs done very well in the lee bay they being mated, but the principal part of the oil is understood, has been taken by the Frances crew. The evenings of the past week have afforded us plenty of opportunities to gam, and some of them have been passed very agreeably in this manner. The crews of the brigs being all Kanakas, have afforded us no entertainment. But on board the Frances things hang heavily there is not a white man on her forecastle the part of the crew consists of a lot of darkey merchant sailors who have seen considerable of the world, and are withal admirably gifted with game & spinning abilities so that visitors on board the Leonore need never lack for diversion. The state of affairs with our shore friends, we are but little acquainted with. The Digoes do not appear to be so numerous as they formerly were, most of them having retired to their habitations interior. Old Bill, the carpenter still remains on the beach with his family and having done a good seasons work, I believe he is now making preparations



to depart for La Paz, wherever, under the doctor, nothing may get better and we shall no doubt be obliged to leave the bay without him. Next week as soon as we have the bark cleared I believe it is the intention for the whole fleet to proceed up as far as Pelican Point where the crews are to have a few days run ashore, before leaving the bay, but of this, more anon.

Saturday March 15th 1856 This week has carried us through our earthly purgatory, and we now live in Elysium as compared with the life we had led for the two preceding months. Nothing of a more laborious character has been experienced by us since the first of the week. Sunday was spent at home by the most of us but the boat crew who started out in the morning, shortly after their departure it commenced raining and continued to pour down the greater part of the remaining day. The rain was a great assistance to us in cleaning the ship; ashies had been thickly sprinkled on the deck the preceding day and the rain loosened the grease considerably. The 4th mate of the Concord with a boat's crew was on board of us nearly all day. Toward night the excursionists returned from shore having had but a sorry time of it. But notwithstanding all the disadvantages they labored under, several rabbits were shot and brought on board. On Monday a duty was performed which we all gladly assisted in performing. The old bark on that day got us through a scrubbing inside as she has underwent for two long years at least. The clutter of all the whales taken by us during the season had been cut up on deck and as we had not cleaned up during that time the accumulated gurry and dirt may easily be supposed to be very considerable. However at it we all went with a will, in the morning with hot fire, canvas and scrub-brooms, and at night we were as clean inside as when we first entered the bay, which was much more than was expected when we commenced. In the forenoon while we were busily engaged with the scrub-brooms a native Dogo came on board from shore, seized a scrub-broom and went to work as if he was determined to be one of us any how. His reasons for this procedure I shortly afterward became manifest, were that he was desirous of working his passage to the Sandwich Islands; this privilege was granted him by the skipper, and he still remains with us. Tuesday, was another very rainy day, so that nothing of much account was going on. The rain gave us a good rinsing down after the scrubbing of Monday, and was on that account very acceptable. On Wednesday the weather was again pleasant, and in the morning preparations for getting under weigh were made. The sails were loosed and then the tide bore short but the wind filling us about that time caused the postponement of our departure. Some day the bark Neptune came in the bay from a cruise, and heaving to some distance to the windward she sent a boat down to the brig Phoenix de Joinville. This latter vessel being under the



supervision of the skipper of the Neptune by the boat that came down,  
 we ascertained that the N. had taken 88 bbls of sperm and 250 bbls of black-  
 fish oil since we had ever taken the bay before. The morning of Thursday  
 broke clear and pleasant, and an unusually fine land breeze was blowing.  
 This was what the whole fleet in the ice bay were waiting for, and according-  
 ly preparations for sailing were commenced by all, early in the morn-  
 ing. We had our cannon and stout cartridges with which to celebrate  
 the occasion, but were the stars and stripes were floating from any  
 royal truck in the crowd, but notwithstanding the proceedings were  
 without any public display still they were far from being solemn,  
 as far as the Arabs crew were concerned, for all of them were ready to  
 bid adieu to the sand hills with which we had been so long familiar, with  
 a hearty good will. The brig Frances first got under way, and ob-  
 tained a good start of us thereby. The Arab was destined to take her depart-  
 ure next, and about six o'clock P.M. we hoisted up the anchor, which  
 had lain undisturbed on the bottom for ninety-one days, and making  
 sail stood over toward the island. The intervening shoals not permitting  
 us to make a direct course to Pelican Point. The Leonore, Liverpool,  
 and Prince de Joinville got under way shortly after we did and then  
 the whole fleet of us were at the same time making our way for Pelican  
 Pt, the Neptune being then at anchor in the bay. There was an opportu-  
 nity to observe the relative sailing qualities of the vessels with a light  
 breeze and smooth water, and had we all started evenly I think the Arab  
 would have come out ahead, although under any other circumstances  
 most likely they would all beat us shamefully. After standing over-  
 wards the island far enough to head for Pelican Point and clear all sand bars  
 we all hauled up in that direction and the sea breeze settling in shortly after  
 it became a "dead beat" for us but the Arab still held the rest of the fleet  
 good play. The Frances came to an anchor first, not far from the  
 Neptune, we followed next, anchoring a short distance to the seaward  
 of the N. and not far from where we came to first after entering the  
 bay. The Liverpool and Prince de Joinville anchored just behind  
 us and the Leonore being the last of all was obliged to come  
 to some considerable distance to seaward of us in consequence of the  
 tide, which commenced to run in about the time we anchored. The  
 sea breeze also set in strong about the same time, raising a rough sea so  
 that not much gunning was carried on during the remainder of  
 that day or in the evening. The remaining two days of this week,  
 (yesterday and to day), have been used up on board and ashore those  
 on board having been employed getting rigging & little, tying up loose  
 ends &c. and those ashore, off on short excursions inland or up Kiota  
 lagoon after furs. This lagoon has also supplied all the rest of the fleet.



in that respect. Yesterday morning the Berona got under way and with the land breeze came up and anchored near us. So that all the vessels were handy for gunning, which is accordingly procured to some extent but the only strange of the crowd that are now here for us of the fleet are the Leonora and the Wood. This afternoon the 2nd mate of the former Anchorage stopped on board for a short time, he being bound down to the ranch after Mister. He reported the Y. I. with nineteen whales, yielding 5 Magdalen 50 Bbls. she still lay at her former anchorage near the head of the Bay, having finished a haul for this season. So whales of any description have been observed by any of our party during the week except the 2nd mate of the James Smith who saw one on his passage down from the windward, they have probably all left the bay by this time, to find a living in a colder climate. And when they next visit these waters I hope we shall be far from Magdalena Bay, and on our journey home.

Saturday, March 22d. 1856. This date finds us in another section of the Bay, where we have but recently arrived. Previous to leaving our anchorage at Pelican Point, however, a few days were spent by the crew very agreeable and the first of these was Sunday when, instead of going seaward as they possibly might have done in a Christian land, a couple of boats crews from us were off on a fishing expedition upon one of the lagoons down towards the mouth of a seine known to the Natives after having passed around the fleet, was obtained by our game on this day and with it they did considerable execution. It was about dark when the boats returned and that evening we cleaned and salted nearly two barrels of fish of various descriptions reserving a sufficient quantity to eat fresh. This was the proceeds of the fishermen's labor on that day. Another day was up Riala lagoon, yesterday the same day, while others were busy gunning, this making Sunday the most busy day of all the week. The three succeeding days, Monday, Tuesday and Wednesday were spent principally in an attempt to shoot a deer but when the deer hunt was over there was no reason to change for it. In the morning, of each of these three days, immediately after breakfast the deer hunter would start and spend the day, nearly all the time, as many as three or four, had an opportunity to try their skill and the old muskets belonging to the ship were there for called into requisition for the use of the sailors out with there. Little damage was done, most of powder shot and ball and the laughing of the rabbits together with the howling of one near by, were all that was expected. On one of these days I had the honor of being a member of the deer hunting party and after travelling through prickly pears and carting around a musket



all day I found that the haul was all I had gained by it, nor out a solitary deer bounded before my eyes during the whole day. Tracks of them however were everywhere visible and others of the party saw and fired at several, but none were brought down, or sent off on the legs. Our hunting grounds comprised the tract of prickly pears and was situated to the Northward of the mud hole. This was reached by proceeding up Rieta Lagoon with the boat, and landing about a mile from its mouth, at the base of some sand hills of considerable height, which stand at the junction of Rieta Lagoon with another that reaches the bay farther to leeward. Deer were seen quite numerous during the three days our party were hunting them, and no doubt an experienced hunter could easily take them. On the last day of the hunting an accident happened to one of the foremast hands by the explosion of a musket barrel which burst, while he was in the act of firing a deer. The account of the injured man is that he became senseless immediately after the explosion, fell down in the prickly pears and lay for some time; upon reviving he took the fragments of the barrel and started for the boat, which lay in the lagoon at considerable distance from him, his left arm being badly cut, and as he supposed a piece of the barrel still remained in it. He also felt with powder: reaching the boat he found none of the crew there, but a boat belonging to the Prince de Joinville being just ready to start out, he obtained a passage to the bark in her. Leaving indications that he had gone on board, in our own boat. After arriving on board the bark, his arm (the only portion of his body badly injured), was found to contain a small piece of the barrel as was supposed, and nearly all the ship was in the bay congregated in our cabin to advise and assist, but none of them, neither all of them together succeeded in extracting the piece from the wound. At length the mate of the Liverpool was sent for and upon his arrival, he, being an excellent sort of sailor surgeon, extracted the foreign substance from the wound without difficulty; this substance was then found to be a piece of the wooden stock of the musket, and not iron, as was previously supposed. The wounded arm was then dressed, and is now doing full as well as could be expected. So much for deer hunting. Fishing, oystering, gammon &c. continued all the time the hunting was going on, and altogether the first part of the week slipped away very pleasantly. Same day, (Wednesday) the bark Neptune and the brig Frances, sailed for sea.

Thursday was the day appointed for another removal: the Liverpool and the Concord got under way in the morning and steamed up the bay: at half past eleven A.M. we followed suit, and with



a fresh sea breeze, beat up through the passage, by Pelican & Kilda Points probably with the last time as the weather was about the same we observed the Liverpool to be aground, hard and fast, about three miles from Pelican Point, on a bar known by the name of the Horse Shoe. Shortly after this the Lionore was observed to come to anchor suddenly toward the main land shore and by this we supposed that they also had found shoal water. We then felt the channel laid out for us. The Liverpool being ashore on one side and the Lionore in shoal water on the other we therefore beat up between the two and towards night came to anchor a short distance off shore of the Lionore in seven fathoms of water. Not wishing to leave our companions at so many days in sickness. We were then about three miles to windward of the Liverpool and lowering two boats the mate and his crew went down to her, while our shipster, taking the other boat, land compass a chart of the Bay &c, set out to survey the shoal near the Lionore, which was not laid down on the chart. Arriving on board the Liverpool we found that the tide had not risen considerably since she had struck and she then had a seven foot tide to starboard. As the crew were hard at it, endeavoring to get her off by means of a radge and line, but finding they could do nothing in that manner they had at last concluded to remain until the tide should again rise then warp her off. The sails were however kept set, and as she lay broadside to the wind and there being quite a sea running this tended to set her off the bar and kept her jumping considerably. Thus she kept gradually working off to deeper water, and at last by our united efforts on the line attached to the radge, and several heavy jumps of the ship her head coming off the bottom. When the wind gave her one or two more lifts, and she was once more afloat, running away from the bar a short distance she again anchored and having seen her thus safely lifted we returned to the bark. The result of the experiment shows that a steamer was the best means of getting the bar near the Lionore which was not down on his chart. We took the bearings in relation to the land, and gave it a corresponding situation on the chart. But whether the enterprise will ever benefit any one, - can't say as to that. On the morning the Lionore Liverpool and Arab were more got under way and all day long, so were beating up the Bay, with the sea breeze quite fresh. The Bay Prince of Wales was also observed to get under way at Pelican Point in the forenoon, and after beating until night she came to anchor again, nearly as far distant as we could see her, under the hills of Miramila Island. When the darkness of evening began to over shadow us it might be some distance above the entrance to the Bay and near where it had been the intention to anchor but observing a fire on the island we went still farther up and from the appearance, supposing it to be a signal.



for our approach, perhaps one of distress we continued beating until  
 it became too dark to beat longer, then anchored in our present situation,  
 in the following position. The fires on the beach had then increased to three,  
 and were regularly situated as if for signal, owing to the state of the at-  
 mosphere they could not be seen very distinctly, and sometimes not  
 all. After coming to anchor about nine o'clock P.M. it was proposed  
 to pull up the beach to where the fires had been seen, to ascertain  
 what they were for, providing a volunteer crew could be found to man  
 a boat. Two boats crews had shortly volunteered, and therefore  
 our boats, under the command of the 1st and 2nd mates, started up  
 the beach. When we left the bark, the distance to where the  
 fires had been seen, was supposed to be about three miles distant, but  
 not until we had pulled nearly a mile that distance, did the fires  
 again appear, we were then however not more than half a mile  
 from them, and as we every else strokes brought us up to them  
 only one man was seen on the beach, but thinking it best to recon-  
 naitre a little first, we did not land immediately, but questioned  
 the hombre on the beach in Spanish and being satisfied from his  
 answers that there was no treachery intended we landed and  
 proceeded to cultivate an acquaintance with Mr. Robinson Crauer  
 he was as he informed us, a native of Lower California, he had  
 entered the bay in the bark *Barb of New London*, and while she was wood-  
 ing he ran away, from her, after she sailed he got on board the *Mogul*,  
 and there stopped until she was to leave the bay, when Capt. Clark  
 refused either to set him ashore on the main land or to give him a  
 passage to the Sandwich Islands. but left him on the barren shores  
 of Magdalena island without food or water he was on the island four  
 days without water, but at the expiration of this time he found it  
 by digging and was not compelled to go thirsty after: his food con-  
 sisted of shell fish principally, as he had no means of obtaining  
 any other: he had then been on the island 32 days, altogether, with  
 no means of communicating with the main land, once he had built  
 a small raft of such dry wood as he could gather and attempted  
 to cross over on it, but upon entering the channel the raft sank  
 with him and he was obliged to strike out for his old abode out  
 again. we saw the materials he had gathered for a second raft, which  
 he intended to build larger than the first, and make another attempt  
 to cross the bay, these are the circumstances relative to his situation  
 as he spun the yarn and it was told with such an air of truthfulness  
 that the case is believed to be as he stated it. He says he saw us beat-  
 ing up the bay in the afternoon, and built the fires to attract our attention  
 as we had supposed. The *Mogul* is reported with 900 bbls. of oil the



reason in the bay. When we had satisfied our curiosity, by asking questions,  
 got started &c. we again embarked taking the stranger with us, and  
 came on board the bark, in which Joe the stranger had obtained permis-  
 sion from the skipper to go to the Sandwich islands with us. Both  
 pool and Leone both came to an anchor before dark, first my boat,  
 the former reaching about out of sight to leeward of us, and the latter  
 in range of her, five or six miles distant from us. Today (Saturday),  
 has been spent in excursioning again. In the morning we first had  
 an opportunity to observe where we were, and found ourselves lying about  
 three quarters of a mile from the beach of Magdalena island, and some  
 eight or ten miles to windward of the mouth of the bay. Immediately  
 after breakfast the different expeditions, of which there were three,  
 started. The captain and boat crew of first, went down the beach towards  
 the mouth of the bay, fishing. The 2nd. mate next left in the opposite  
 direction, going up the beach, and last of all the mate, and his satellite  
 viz. his boat crew pulled off in shore, where we landed but finding nothing  
 of interest us, again, shoved off and proceeded down along, in the same  
 route which the captain, and his party, took, until we came across that  
 boat, fishing, and after a short fight, near to it, at that time. Both  
 boats went ashore, where were also some of the Leone's crew, she having  
 removed several miles further up the bay this morning. Capt. Scanmoun  
 and his lady were also as fine with the rest. What seemed to be the  
 principal object in visiting where we were was to catch a few  
 crawfish, which were said to be quite plentiful in that locality.  
 we however, took but little pains to look for them, and shortly after  
 landing, myself and one or two others of the boat crew commenced  
 a stroll down along the beach, which we followed as far down as the head-  
 land of the bay. In this little jaunt I found more of the sublime  
 than I had supposed existed in the whole bay, the rugged, rocky shores  
 frowning rocks, and overhanging cliffs, really had quite an ap-  
 pearance of grandeur. In some places caverns of considerable  
 extent were stretched into the soft rock, and again the gentle surf  
 of the bay rippled at the foot of huge precipices. Small shells of many  
 varieties were numerous all along and of the more beautiful, we gather-  
 ed quite a number. When we returned to the boat from this stroll, we  
 found that the other boats were all off in the mate had been some  
 time waiting for us; therefore, leaving immediately we started for the  
 bark. While we were absent from the boat, the Kanakas of the Leone  
 caught several crawfish, but none of our crew felt disposed to dive and  
 catch them for the cabin table. While coming on board this after-  
 noon several humphreys were observed, some distant in the bay.  
 The excursion of the 2nd. mate and his crew to bay, ex-



ended as far as the Pacific coast. They landed upon the place where  
 we were last night and from there crossed over to the  
 ocean coast - where this they travelled some considerable distance  
 finding many small articles of ship furniture. So many such  
 things as: Buckets, plates, boards &c. all of which had been thrown  
 on shore from the ocean. The Pacific coast from their description  
 seems to be similar to the shores of the Bay which our party visited  
 therefrom. Our companions of the week viz. the Liverpool,  
 Leconte and Prince de Joinville still remain in the Bay but all  
 of them are for the instant from us to be much company. The  
 Liverpool attempted to leave the Bay this afternoon but was tri-  
 ven back by the rising tide and again came to near the mouth of  
 the bay. The Leconte is still three or four miles to leeward of us,  
 and the Prince de Joinville lies near her, the P. de J. having also  
 come up from the leeward to day. What the intended movements  
 of the two last mentioned vessels are I do not know but as for the  
 Liverpool and the Arab, their ship will now be short in all probability  
 all hands on board of us ever ready for a chance are getting anxious  
 to leave for the water and ere another week passes over us their desires  
 in this respect will most likely be gratified. None of them however  
 will welcome it so soon as I should like to see them.



# The passage from Magdalena Bay

to the

## Sandwich Islands.



Saturday, March 29th. 1856. A week's sail from Magdalena Bay! now pleasing the reflection, no more early rising, no more long pulls by day, and no more of muscle driers by night; no longer to wallow about in blubber and oil, compelled to live more like swine than christians, this state of things has now passed away, once more we continue out at the sound of eight bells, loafing all the day, dreaming of more agreeable things than muscle driers, and snooze out the night watch, a clean deck without fear of soiling our wearing apparel. The high hills of the islands, and the low shores of the main, between which so many days were agreeably and disagreeably spent, no longer meet our gaze but far, far at sea we once more plough the ocean wave. . . . Sunday, March 30th. was the day of our departure, the day was a fine one, one cold shortly after sunrise the propitious gale sailing commenced by heaving short, and rising the sails. For some time after this a dead calm continued, but at nine o'clock A.M. with the light air from the Northward, we hove up the anchor and stood down along the is-



land shore the tide being also in our favor, and setting us down quite rapidly. The Liverpool was also on her way out by this time, and before noon we saw her leave the bay without difficulty. At noon we were nearly at the mouth of the bay, and here we were suddenly becalmed for a few minutes during which the tide was rapidly setting us toward the rocks we were obliged to lower three boats and tow the bark offshore a short distance, when, taking a light squall of the sea breeze we soon got out of danger. A very few minutes longer would have sufficed to put the Arab beyond the reach of human salvation, as the tide she was going toward the shore during the calm, and when the boats were lowered, considerable excitement prevailed. Shortly after two o'clock P.M. we cleared the headlands of the bay, and from this time the island hills grew dim in the distance rapidly. The Liverpool was then in sight of us, but several miles further out. The Scourer and Prince de Joinville we left in the bay, and both of them lay at their anchorage when we took our last view of them. The last look at the bay was taken without any of the lingering regrets which are sometimes experienced upon leaving a four months residence, all of us had seen too much of it. Upon being first introduced to it, the novelty of being in a bay, with the privilege of cruising about on shore as much as we pleased, was very agreeable. After this novelty had worn away and the whaling season commenced, the constant labor and excitement kept other ideas out of our heads but when the whaling was over there was little else left to make our situation tolerable one to us. We had seen all the sights, had enough of the shore, and consequently the desire to leave began to increase so that I think the probability of the crew would willingly have left some weeks sooner. In fact, we were all pleased to enter the bay, and for some persons to leave it. The success which we met with there, in regard to whaling, exceeded the most sanguine expectations. As we thought when we entered the bay that we should have it with 300 bbls. of muscovy digger oil, the idea was preposterous and yet so it has happened out the calculations that were made at that time were based upon the stories which we had previously heard of the fish we were after. Now a muscovy digger is certainly very valuable, but after all I cannot think them so odd as they are generally represented, catching them is a rather more complex task than a sperm or right whaling, and with care many accidents in the bay might be avoided, provided the whaler understood the business, but if not, no belittle him! But away of the bay and matters connected therewith, and to continue the journey from our departure.

Immediately after clearing the headlands on Sunday we stood up to S. N. by N. and continued our journey with a spanking breeze from the Northward. Liverpool in sight ahead of us.



is about the same. We also saw several humpbacks, and a large ship some distance to seaward steering down along the coast. At night the moon just was just "full moon" ahead of us, but we had gained on her considerably through the darkness. Since then nothing has been seen of her. The North wind of Sunday continued with us on Monday & Tuesday blowing quite fresh, but causing no reduction of canvass. When the breeze lighted it gave place to light fluctuating winds, which with an occasional calm continued until, yesterday, when we took the N.E. trades. Steaming to this we were steering S.W. by W., N.S.W. or N.W. by S. whenever the wind permitted hauling the ship up to the N. & seaward gradually as we advanced and being under all sail since taking the trades we have been steering N.W. with all sail set. The weather of the week has continued uniformly pleasant, and never did the ocean appear to me so much like home as when in the boat back. After being so long cramped up in a narrow bay to look out on the ocean orpanse of ocean - to move upon its heaving surface - inhale its pure atmosphere and feel the cool spray as it dashes over the vessel's bow, is certainly a transition from Tartarus to Elysium, (that is, provided the old Tartarus place within the tropics). But seriously, it is a very agreeable change that we have experienced, although in the passage from home I think there were very few in the trade forecastle that would agree in the opinion that the sea was preferable to the shore.

Our observations obtained since leaving the bay have placed us in the following latitudes and Longitudes viz. on

11th Mar. 24th Lat.  $23^{\circ} 4' N.$  Long.  $115^{\circ} 48' W.$ ; 25th Lat.  $22^{\circ} 11' N.$  Long.  $115^{\circ} 30' W.$

26th Lat.  $21^{\circ} 39' N.$  Long.  $117^{\circ} 14' W.$ ; 27th Lat.  $20^{\circ} 58' N.$  Long.  $119^{\circ} W.$

28th - at Looe not obtained 29th Lat.  $20^{\circ} 28' N.$  Long.  $121^{\circ} 47' W.$

Saturday, April 3th. 1850. The N.E. trades have continued with us all the week and there have been accompanied by pleasant weather the whole time with the exception of about 4 or 5 hours night when a little rain fell. The course steered, with the exception of Sunday when we lay to, was at present steering N.W. by W. all drawing in set the whole time and the ship making rapid progress through the water.

The various sea which we have been passing were found very barren. One sail was seen on the first of the week but all other birds, and fishes have both been rare and whales & all varieties have kept themselves out of sight altogether. The principal crop amount of the week has been catching but and setting in shoals, and this has been followed by pretty steadily. There also the cause of the sea excitement that has been raised through the week this little piece of fun came off. No hostility or other circumstances were there. On Wednesday morning the job of setting



of 1 shooks was stopped for the want of iron hoops which we were conse-  
 quently obliged to break out, and as the skipper thought the stoppage was  
 owing to some negligence of the cooper and also felt somewhat snappish  
 he addressed the cooper in a manner that did not exactly suit the  
 latter and a short "war of words" occurred, in which, of course the skipper  
 took the principal part, called the cooper a liar in the course of the  
 conversation and finally threatened that he (the cooper), "would find  
 himself in the forecabin if he did not lookout how he carried  
 sail. To this the cooper replied that he was ready to go any time.  
 "G-d damn you take your traps and leave then" was the captain's an-  
 swer. The cooper made no response to this but immediately went down  
 in the steerage, took his bed and bedding and marching forward,  
 deposited the articles in the forecabin. At noon he took dinner within  
 in the forecabin, and then went on deck to work with the sailors. The  
 captain, however, had given orders through the mate for the cooper to  
 continue on setting up his shooks but when these orders were delivered to  
 the latter he refused to obey them, as he was now a foremast hand.  
 When the captain was informed of this, the cooper was called to the  
 cabin and there they had a little private conversation which ter-  
 minated in a compromise, and in which, it was thought the cap-  
 tain was obliged to humble himself a little. The cooper, however,  
 went to work at his trade as soon as the confab was ended, and be-  
 fore night removed his things aft again, since then the current  
 has once more run smoothly. The idler standing one of the after  
 guard "in" the forecabin is probably entertained with a view of dis-  
 gracing the whaler and the practice is so frequent one on board whal-  
 ships, but that the cooper has suffered any disgrace from his short stay  
 in the forecabin, yet remains to be demonstrated. In the eyes of the  
 skipper, however, the air of a forecabin is, probably considered contam-  
 inating, and those who breathe it must consequently be a class of indi-  
 viduals who flourish in a sphere far below that in which he is pleased  
 to place himself. But "it was not always so". . . . . The past week  
 our has helped us along admirably, the trades have blown very strong-  
 ly, and for a great part of the time the Arab has been doing her  
 best our course has been, and will be for the remainder of the passage  
 over a region of loneliness, but with a fair wind and plenty of it,  
 which we are almost certain of we shall soon pass over this lonely  
 road and once again view the shores of old Maui. When last we  
 saw them we wished that it might be for the last time during  
 the voyage, and so indeed all thought but as the skipper has  
 since changed his determination in regard to the route we must villa-  
 ge of the coast and therefore I want to see Maui now as



much as they then wished to see it disappear. The passage that then is now  
even proving a pleasant one and that is all which at present we can  
reasonably desire.

Our situation during the week is detailed  
from solar observations have been the following

Mar. 30th. Lat.  $20^{\circ}29'N$  Long.  $153^{\circ}31'W$ . On 31st. Lat.  $20^{\circ}44'N$  Long.  $152^{\circ}24'W$ .  
Apr. 3d. Lat.  $20^{\circ}48'N$  Long. not obtained. 4th. Lat.  $20^{\circ}36'N$  Long.  $151^{\circ}14'W$ .  
5th. Lat.  $21^{\circ}05'N$  Long.  $150^{\circ}49'W$ . On Mar. 31st and Apr. 1st no  
observations were taken.

Saturday April 12th 1856. This day for  
once again being beneath the light sails of Hawaii but the greater part  
the week was spent at sea. Strong N.E. trades accompanied us during  
this time and the attendant weather was generally squally and rainy which  
was more especially the case in the night time, and these squalls generally  
brought in top galled sails and all other light canvases that happened to  
be set. We continued steering Westward until Tuesday and up to this time  
nothing unusually interesting occurred. On Wednesday afternoon what was  
generally considered to be land was seen to the Southwest but whether  
it was such or not, was not properly made out. If it was land it must  
have been the North Part of Hawaii, and from the supposition that it was,  
we kept along under easy sail through the night. On Thursday morning no  
traces of land were visible, and making sail we kept off to the Westward.

At ten o'clock A.M. the island of Maui was raised immediately distant  
probably about 45 miles. The trades were then blowing freshly and in  
the course of the afternoon Mookai and Lanai were discovered. At  
sunset our situation in relation to the land was such that the skipper thought  
himself competent to take the bark up to Lahaina that evening, and  
accordingly we kept on through the Pailolo passage, where, trades being  
abundant the topsails were down to reefed. Shortly after dark, the lights on  
the Western Beach of Maui began to appear and as we sailed up to  
the Southward the lights near the beach became more frequent and  
was soon recognized as being at Lahaina, and shortly after the  
whole town of Lahaina was visible by lamp light, but we could see only the  
lights, among these the three at the landing place were especially distinguish-  
ed by us. About this time the trades had freshened, but a light breeze  
still continuing we kept on, steering to the lights on the beach and  
at ten o'clock P.M. the anchor was dropped in sixteen fathoms of  
water, abreast of the town, and near a ship which was lying dis-  
abled through the darkness and as far as we could observe was the only  
one lying in the harbor. The sails were then hoisted and with the  
exception of the anchor watch, all hands went below and to bed.



in. Thus terminated a short and pleasant passage of twenty days, which is considered to be about as good time as the Arab could make.

But having finished the passage, let us take a slight glimpse of Labana again. All hands hurried out early this morning and here lay the town before us, in all the grandeur which we left it in last fall; the solitary steeple of the Kanaka church rising far above the surrounding adobe huts, and the dilapidated building called the Kings Palace still standing where we were wont to see it on our former visits. These two buildings the church and the Kings Palace are about the only ones in the place that command attention from the anchorage. But upon turning out this morning we had but little time for musing on the beauties of the surrounding scenery as preparations for getting off water were immediately commenced, and a raft of casks was taken in shore to be filled. But as this could not be done so that we could get them off the day, very well, the casks remain on the beach still. The other occupations of the day were the taking ashore of a boat load of wood, clearing up decks, sticking up for Sunday &c. the wood which we took ashore together with more which we shall hereafter transport thither, is to be piled up on the beach until our return in the fall; this is done in order to get the wood out of the way, as we now have a greater quantity on board than is sufficient to last the season North. The ship near which we came to anchor, was early this morning ascertained to be the *Wendusoff* of New Bedford, Capt. Wing, and upon boarding her shortly after we ascertained also that she was five months from home with 95 bbls. of sperm. This is the only ship in the harbor but several small schooners are lying in shore of us. After supper was over this afternoon, a game of board the *Wendusoff* was proposed and a boat and crew for that purpose were readily obtained. The evening therefore will probably be spent in an agreeable manner for judging from what little we have seen of them, the *Wendusoff's* crew appear to be a very agreeable set of fellows. The skipper and the cabin boy left this morning to take up their quarters on shore, and most likely neither of them will again be seen on duty while we lay here.

While at sea this week our situations were the following:

Apr 6th. Lat.  $20^{\circ}41' N$  Long.  $142^{\circ}34' W$ ; 8th. Lat.  $20^{\circ}43' N$  Long.  $141^{\circ}30' W$

9th. Lat.  $20^{\circ}21' N$  Long.  $138^{\circ}41' W$ ; 11th. Lat.  $21^{\circ}01' N$  Long. not obtained

5th. and 10th. no observations were taken.



Lying at anchor in the port of Lahaia

Sandwich Islands.

April 1836.



Saturday April 19th 1836. A very pleasant week at Lahaia has just terminated and notwithstanding the comparatively small number of ships that have been lying here with us I think we have found nearly as much sport as elsewhere. Our first introduction to the late society of the harbor occurred on the evening of Saturday the 18th ult. when, as intimated in the last entry, we paid a visit to the crew of the "Vindicta". That evening was passed about as agreeably as one we have spent on the voyage. One watch of the "Vindicta" had been ashore on liberty that day for the first time and as night had been supposed they were somewhat wild. Some of their number were in the sala busebe for night and others would in all probability have got there too if they had remained ashore much longer. For every separate member of the watch that came off at night, was under the influence of Kanaka beer just sufficient to make him feel a little clever and act very ludicrously. But they were excusable for this being their first day liberty, the effect of too freely



inhibiting a foreign liquor were to them unknown. From the time they arrived on board mirth and merriment prevailed, music, both vocal and instrumental, with dancing and the funny performances of the liberty watch kept up the excitement and served to amuse us all the evening: one in particular set the fore-castle in a row, a little fellow of the watch that had been ashore, seeing his shipmates all diving into the meat kide very voraciously, and not wishing to be shared out altogether, seized one of the kides and tossed it giving his head into an upper bunk where the vessel capsized and beef, pork, slush and all were scattered about promiscuously the little fellow swearing at the same time, that he would have his share any how. This was all delivered with the grace and comicality of a tight individual and "brought down the house". With the ludicrous from one watch and the sociability of the other, the evening was pleasantly passed away until a late hour and we then returned to the deck again. On Sunday morning, to gain a day, the Star-board watch were sent ashore on liberty, but they found pretty dull times there, as is usual in the case on Sundays, and came off at night in a proper condition. A watch from the *Polusoff* was also ashore. In the forenoon of the same day we raised a ship from the bar, as she was rounding the Northern point of Maui and this ship was immediately conjectured to be that Liverpool of New Bedford as upon leaving Magdalena Bay she was bound for this port. As she neared us the conjecture became a certainty, and having a fair wind the old Liverpool shortly after dropped anchor in the harbor a short distance from us. The remainder of the day, as many of the Liverpool's crew as chose to go, were ashore and before night her steward was in the calaboose for some alleged misdemeanor. From the crew we learned that they had fell in with the *Gas. Andrews* on the passage over the Hawaiian Is. the day after we did, and bringing with her, Mr. Fisher, she passed Maui on Saturday night bound down to Honolulu. From this it appears that we beat both the Liverpool and the *Gas. Andrews* on the passage from the bay to the island.

We also received information that our carpenter who deserted in the bay and the fore-cast hand that left the *L. B. Richmond*, were together, with "Kentucky" on board the *Gas. Andrews* a short time previous to her leaving the bay. They were all bound to Honolulu. Monday, business again held the sway, early in the morning, the raft which was taken ashore on Saturday was brought off filled with fresh water, and stowed in our deck, and stowing it down, taking another raft ashore &c. occupied us the remainder of the day. In the afternoon a ship came through the passage and working up towards the town slowly laid off and on the remainder of the day. From the Health office, & the pilot who boarded her she was ascertained to be the *Marca* of New Bedford. In the evening Monday, a party of us paid another visit to the *Polusoff's* crew and this time had a sober and very agreeable



gam. Music and dancing, as on a former occasion formed a part of the evening's  
 entertainment, and to this was added a touch of ventriloquism by one of the  
 foremost hands of the Ft. The ventriloquist gave his representations admi-  
 rably well although he had practised so little lately, he said, that they were given  
 in with some difficulty. The crew say that he occasionally affords them much  
 amusement at sea by his gift. Tuesday, got off the 2nd raft of water-  
 ly in the morning, and stowed it down through the day. One boat's crew were  
 ashore nearly all day with the water, and of this boat's crew I happened to be mem-  
 ber. We were ashore on liberty from the Liverpool and H. T. off, and with  
 the crew of the latter we had quite a "time". At "Uncle Henry's" display of ven-  
 triloquism was exhibited by the "perfector" of the H. T. off and the natives, who  
 had probably never seen the like before were so much startled to hear a voice pro-  
 ceeding but from under an empty cigar box. In our travels on shore the same  
 day a couple of Kanakas were observed practising the manly art of self defence  
 with the gloves on. He differed in the size and strength of the combatants was  
 considerable, one being a man and the other a small boy. But, although there was  
 no science exhibited on either side, the little one had sufficient skill to set his  
 opponent's teeth bleeding. The *Unca* was lying off and on nearly all day. Tues-  
 day, her crew being employed getting off a raft of water and having finished  
 this toward night she squared away for Honolulu. Wednesday morning  
 early, took off our 3d. and last raft of water, after which commenced stowing  
 down some 300 lbs of black muscledigger oil (boiled from gut fat) was also  
 broken out to be taken ashore. This day we finished the principal work that  
 was to be done in port. Thursday the Starboard watch were ashore on liberty,  
 nothing very important occurred under our observation during the time. Writers  
 from the Liverpool and H. T. off were ashore and between us we were obliged  
 to make all the fire there was. Yesterday the Starboard watch were on their  
 second day's liberty, but in the morning they were detained on board a short  
 time to assist in clearing the cable, which, from the clearness of the water  
 was observed to be foul about the anchor. As we had first anchored some dis-  
 tance below where we should have done this was also thought to be a good op-  
 portunity to shift our locality, as the anchor could have to be raised. Then  
 she was accordingly hove up and with it came about 300 lbs of chain  
 which was wound around stow, stow and there in a horrid mass. As the  
 foremast was so near as the anchor was clear, we stood up abreast of the land-  
 ing, and after clearing the chain with some difficulty, again came to in a  
 better situation than we had previously occupied. The Starboard watch  
 then left and at night came on board and with the foremast was  
 in waiting off the bow. One of their number, the "Detachment", having suf-  
 fered over his carbine during the day got so extremely jolly over his wound  
 that before night he was grinning, and as we expected, he was accom-  
 panied to be in the calaboose this morning, having been picked up by the ship's



during the night. Today, (Saturday), our watch have been ashore on their 2nd. days liberty. And this is probably the last liberty we are to have this time. Previous to going ashore this morning we assisted in getting some oil and rider ashore. We had a "long chance" while on liberty. The *St. Lawrence* having sailed for Madrid yesterday and the *St. Lawrence* crew being that little company to us ashore. In the afternoon nearly all the Scotch soldiers or other armed men, as they are called, to afford a ride on horse back and for the simple consideration of one dollar a horse was furnished to each individual, with which he was at liberty to go where he pleased so long as the animal was returned at sunset. I happened to be of said number. I made one. The law respecting riding first, we all knew very well and therefore not desiring to walk about the streets on horse back all the afternoon, we started on a gentle gallop for the open road to the Southward of the town and after getting clear of the house started and then commenced a display of horse man ship which it was amusing to witness and still more amusing to participate in. racing at full speed, back and forth over a rugged road, with first a hat streaming off behind, and next the rider going head foremost over the horse head or down on one side - such fun that it is a wonder that some of them did not get their necks broke with so much "ground" stumbling as we had in the crowd this afternoon. But somehow matter under the influence of liquor seems to be proof against damage by any accident, and therefore no damage was done, except that the *Ed. Male* who was with us, lost his amount of pocket money in one of the tumbles. When the exercise at the end of the town were over the cortege again passed through the town stopping at the Bear shop on the way, and here the party separated as some of them were getting along rather faster than others in another respect besides riding. At this separation, four of us, including myself, rode to the North end of the town, and here my ride came very near terminating in consequence of a fall from my horse, owing to an improper adjustment of the stirrups. For a moment the affair promised to be serious as my foot caught in the stirrup and the horse, getting excited, was rearing some but I managed to extricate the foot without injury, although in so doing it became necessary to let go the bit rein, and then the horse finding himself at liberty, seemed disposed to forsake me altogether, but as he was walking off, seeing me over his shoulder, the interference of a philanthropic *Sam* he suddenly stopped his progress, and mounting him once more, I again proceeded on. From the town, we next struck out for *Salina*, distant three miles back up the mountain, and passing by the college in this village we continued on upward, determined having got so far, to visit a



pile which we had after remarked from our anchorage and wondered what it was. After leaving Lihaimula the ascent was very steep, and the country extremely rough and stony; road there was none but we followed a sort of trail up the hill, and this part of the ride was anything but agreeable when about halfway up one of the party abandoned the idea, but myself and the other companions kept on until at last the pile was reached and found to be the ruins of an old stone house of considerable dimensions. This was in accordance with one statement we had previously heard, in which it had been described to be the ruins of an early missionaries residence. We were now at the distance of about seven miles from the beach and at an elevation of 2000 feet above the sea. Lihaimo lay at our feet, and although our eyes fell on no lofty buildings and towering spires, yet the coco nut groves, taro patches and adobe huts, mingling with the diversified foliage of numerous trees and shrubs, formed a very pleasant scene. The ascent from the ruins was still more abrupt than we had previously found it, and at this point the mountain vegetation seemed to commence. Several horses were observed grazing on the hill side above us, but we had no wish to proceed any farther upward to make discoveries just then, and therefore after taking a short rest and cutting our manes in one of the standing walls, we again mounted and took our journey downward, passing along on the verge of a deep gorge with perpendicular sides to the depth of several hundred feet. At the bottom of this valley, ran a small stream of water which furnished sustenance for innumerable taro patches: the huts of the natives were also interspersed through the valley for its whole length. On reaching the spot where two of our party had stopped, in the ascent, they again joined us, and together we proceeded down to Lihaimula where we stopped a moment to quench our thirst and take a slight view of the buildings. The place is pleasant, on a good prospect which it commands, and the enjoyment of the cool breezes: it is as barren a spot as can be found on the island. The college buildings compose the whole place. The college itself is a large, gloomy, and somewhat dilapidated looking building, with no pleasant grounds adjoining to improve the scene. We saw but one or two persons in the whole place and I was somewhat disappointed at seeing so little sign of life and activity, but as we merely passed through, perhaps we did not obtain a very good idea of the general state of things up there. Leaving Lihaimula we rode into town where we had another gallop through nearly all the streets in company with the other members of our original party, some of whom had by this time got pretty well tamed. Triz traps



terminated the afternoon ride, as it was nearly sunset when it was finished and redelivered upon our horses. Fully satisfied that the mountain party at least had got their dollar's worth.

With one exception the horsemen all finished the day quite passably. The exception was in the case of Taggart; one of the sailors upon delivering up his "animal" at sunset, got into a row with the Kanakas who alleged that the horse had not been paid for. The cause of the difficulty was the charging of horses between Taggart and the 4th mate. But both horses were paid for at the time they were taken, as several beside our crew were ready to affirm; this however was of no use. The Kanakas had probably spotted Taggart from the first, marked his progress through the afternoon, and therefore, suddenly and simultaneously the whole crowd of Kanakas that had gathered pitched in to the poor sailor and dragged him off to the Cala Boosa, where he is now probably keeping the Dutchman company. Shortly after this occurrence the remainder of us came on board, with the exception of Mr. Grisdale, a foremast hand who has stopped ashore to have his tin out, but unless he gets locked up, he will probably be off on board tomorrow. Thus has terminated the last day's ramble which we shall probably get before leaving and with what we have been ashore I think all hands are satisfied. The times in Lahrina are not quite so stirring now as they were on our two former visits. Ashore here we have found several that were discharged from the S.C. Richmond and from them learned that she left this port several weeks ago, bound to the Ochotok sea. Another break up of our crew has happened through the death of the 4th mate, the discharging of Mr. Braten, the 4th mate who came out from home with us, so obtained his discharge on his liberty day and now lives ashore. Mark — the Peruvian whom we shipped here last fall has also obtained his discharge. Mr. Davis, the man who came over from the Bay with us, and acted in the capacity of 4th mate, has also been living ashore lately, and either has shipped or will ship as 4th mate, to go North with us. Moody, a man who shipped with us last fall from the Hospital here, asked for his discharge when his watch went on liberty first, but a surly "No" was all the reply that the skipper gave him. No further conversation passed between them, but Moody has lately been stopping ashore and declares that he will come on board of us no more to do duty as foremast hand. He takes no pains to conceal himself ashore and at any time the skipper could have him arrested, but this he seems disinclined to do. Besides this shipping and discharging among our own shipmates, the skipper has shipped five men as foremast hands, with whom some of our crew formed



a slight acquaintance on Rodick last season: they then belonged to the bark Dartmouth, but they afterwards deserted from her in Tal. column and came up shore. This will make us quite strong handed, when they come on board. Yesterday while the Starboard was at anchor we had a little exercise in a professional way: several thump backs came in very near the bark and lowering two boats, we pulled around some time, endeavoring to strike one, but did not succeed, once we came very near reaching them, and after that they took good care to keep out of the way. While we were chasing them around the harbor the Plutarch was lying off and on shore by, and as we passed near her, the whole crew were left on the taffrail and house looking at our maneuvers and no doubt expecting to see us get fast. But in the they were disappointed. The only whaler that has arrived this week, except the Liverpool, is the ship Phoenix of New Bedford, she arrived this afternoon, and consequently we have not yet had much opportunity for gunning with her. Small schooners, belonging to the island, have been coming and going continually ever since we lay here, as is usually the case. The weather through the week has been pleasant all the time: rather warm in the middle of the day, but comfortable otherwise: none of us however have overexerted ourselves in the hot sun, although nearly all the work is now accomplished. Today a lot of potatoes, pumpkins, &c. were taken on board by the Starboard watch and after taking on board a few more of the like necessaries we shall be all ready for sea again.

Tuesday, April 2<sup>nd</sup> 1856, Witness our departure from Lahrins Sunday passed off quite tranquilly the only thing that raised any unusual excitement through the day was the near approach of one or two thump backs, and for those the 3<sup>d</sup> mate who was commanding officer at the time, however! But he did not attend in getting near them. Some of the crew were ashore during the day but most of us chose to remain on board and so off the day the use of the Phoenix having been ascertained to be very unsuitable, so that no gunning was carried on. The sails which stopped ashore on Liberty Saturday night came off all right as we expected on Sunday morning. Since then, what remained sailed for Rodick. Yesterday we were all busy getting up our provisions, and at night everything was ready for sea except the skipper and his private affairs. In the course of the day, Mr. Collier, our new 3<sup>d</sup> mate, Mr. Davis 4<sup>th</sup> mate, and Dix Sea-Cook, all shipped at Lahrins came on board and went to duty. Late in the afternoon, the ship Natchez of New Bedford, arrived, and so



ing on board of her. There found an old school mate. We had a fine  
 game and as it was welcome to hold myself the "small stores" of my  
 "shoon" suffered considerably. This (Tuesday) morning, prepara-  
 tions were made for sailing, and leaving short, we lay in readiness  
 until the captain and Sabir Bay arrived on board in a shore boat.  
 The latter had been ashore with his friends all the time we lay  
 at Lahaina, and coming off he was accompanied by his uncle,  
 the high sheriff of Lahaina. This was at about three o'clock this  
 afternoon, and upon their arrival we immediately got under  
 way and stood out with a light and favorable breeze. The sheriff  
 accompanied us out a short distance, then bidding adieu to  
 his nephews left for shore. Shortly after this we reached the  
 trades, and have since been travelling rapidly in the direction  
 of Honolulu, trades blowing quite moderately, and permitting  
 us to carry whole topsails. We have on board, as passengers to Hono-  
 lulu, Mr. Brady, the discharged 2nd. mate, and also the Peruvian  
 who was discharged from us at Lahaina. Moody still remains  
 ashore in Lahaina, and the last we knew of him he was still  
 walking the streets independent of the skipper who frequently  
 saw him. His chest has been removed aft, from the forecabin  
 but its contents, previous to this, were pretty much all disposed  
 of. The three passengers whom we brought from the Bay, viz. "Henry"  
 the Dutchman whom we took from the ranch, the Kummy who  
 came on board when we were washing ship and who was so eager to assist  
 us then, and "Joe" the man that we took from Magdalena island  
 all left us at Lahaina also. What sort of a crew we now have  
 to sail with, we have not yet been out long enough to determine,  
 but so far all the crew seem to be very agreeable shipmates.  
 To-morrow morning will probably find us off Honolulu.



# The 2nd. cruise on Kodiak

## from the Sandwich Islands

## to the Sandwich Islands.



Saturday, April 26th 1856. This date finds us yet at sea again. After leaving Tahiti on the 22d. ult. the trade winds favored us all night, and at seven o'clock on Wednesday morning we were off the harbor of Honolulu for the 2nd. time. We had thought that some of us would have got a chance to pull the skipper ashore but when we got abreast of the town a shore boat was alongside of us in readiness for that purpose, and then none of us got a chance to go ashore at Honolulu. The shore boat was alongside of us some time before the skipper got ready but when at last this was accomplished himself and the two passengers from Tahiti took their departure, and going about, we stood off shore. The loss of Mr. B. who was formerly our ind. mate, felt deeply, as a man and an officer. He was all that could be desired, and I think there is not on board of us, forward or aft, who has sailed under or over him but what indebted him the best of good fortune as he left. The remainder of Wednesday we continued lying off and on, from the town of



for up as Diamond Head, and during this time had a good view of the town which had the same appearance as when we first saw it two years ago. Ship Barnstable of New Bedford arrived off the town in the course of the day, and was also lying off and on with us. Lying at anchor inside the reef we observed one or two large merchantmen, couple of whalers which were ascertained to be the *Mogul* and the *Jas. Andrews*, and a brig of war displaying French colors on board which they seemed to be having a sort of jubilee as the report of her guns was frequently heard in the afternoon. They appeared to be firing at a target. Several small crafts were also observed lying at anchor with the rest. Towards night on Wednesday, as the captain did not make his appearance, we stood off shore, and on Thursday morning again stood in and lay off and on with the Barnstable until four o'clock P.M. when the skipper arrived on board, and we then kept off to the Westward. That night hauled up N. to the Westward of Oahu which was in sight yesterday morning bearing S.E. distant some 35 or 40 miles. Strong breezes from the Eastward have since continued to blow, and under whole topsails and courses we have been steering to the N. Nothing unusual has taken place since leaving the islands. The crew which we now have, get along together very well so far. The new officers appear disposed to have no difficulty and generally the crew seem anxious to accomplish something this season, which through the change of officers, we may possibly be enabled to do, but as for myself, I became indifferent some time ago.

Our progress since leaving Honolulu has been as great as could have been expected, observations having placed us on  
 Apr. 25th. in Lat.  $22^{\circ}28'N.$  and  $157^{\circ}29'W.$  Today, the 26th Lat.  $24^{\circ}39'$   
 Longitude not obtained.

Saturday May 3d. 1856. Another week has now elapsed and during this time we have been rapidly travelling on our journey to the scene of last season's exploits. On Sunday the trader, *Hoddy* from about E. were with us and under all sail we were steering N. by E. Monday, the wind hauled to E. S. E. and we kept off N. N. E. Since that time the breezes have blown from E. to S. E. until last night and in this interval we were steering N. by E. and carrying all sail the greater part of the time. Last night the wind came around to the North, blowing fresh in squalls, and rendering it necessary to double reef the fore-top-sail. To day, another change of weather occurred, the breeze subsiding to nearly a dead calm, which has continued up to the



present time. Until lately the weather was extremely pleasant, and while this continued, the whalers were employed in fitting up the boats for whaling. The atmosphere here is now beginning to get a little sultry and a steady breeze begins to anticipate blowing our fingers on Godich. Going down for right whales in rugged weather, getting wet to the skin, and other miseries too numerous to mention but with which we are now made familiar last season. No ships or whalers have been seen yet, but for those we are not far enough advanced. The regions over which we are now travelling were unproductive in this respect but another week or two will probably take us where finbacks flourish, and soon after we may reasonably expect to see right whales. Everything yet goes along smoothly. On board the crew are now become as much at home as any of us, and I think there is no doubt but what we shall all get along together as agreeably as here before.

The solar observations obtained through the week show our progress to have been as follows; viz. on

Apr. 21<sup>st</sup>. Lat.  $27^{\circ}35'N$ . Long.  $137^{\circ}36'W$ . 22<sup>nd</sup>. Lat.  $29^{\circ}15'N$ . Long. not obtained  
 29<sup>th</sup>. Lat.  $30^{\circ}33'N$  Long.  $136^{\circ}08'W$ . 30<sup>th</sup>. Lat.  $31^{\circ}32'N$  Long. not obtained  
 May 1<sup>st</sup>. Lat.  $33^{\circ}42'N$  Long.  $134^{\circ}57'W$ . 2<sup>nd</sup>. Lat.  $35^{\circ}01'N$  Long. not obtained  
 May 3<sup>rd</sup>. Lat.  $36^{\circ}32'N$ . No Longitude obtained.

Saturday May 10<sup>th</sup>. 1836. The last seven days have been accompanied with much bad weather in which however we have made considerable advancement. The week commenced with a calm, which was prevailing at the last entry. This continued nearly all day Sunday and was attended by frequent squalls of fog. At the termination of the calm, strong breezes from the Southward commenced and continued until yesterday, with there in were steering S. by W. and S. by E. but no light sails were carried while there prevailed. During this time scarcely a calm passed in which we did not have a rain storm which was generally accompanied by a squall of wind. Yesterday the wind shifted from S. to S.W. blowing strong, and since that time this breeze has continued. Today we have been steering S. by W. and at present are under double reefed topsails and foremast. Such weather as this is anything but agreeable. Our employment during the week has not been very laborious and no unnecessary work has been performed. But Sunday forenoon, hoveed a boat and caught a sea fish and this was the only successful performance in the boats during the week. Although on Monday, the 2<sup>nd</sup>, and 3<sup>rd</sup>, water covered in a shoal of black fish. The black fish were raised every day to the ship but after they went down that time, nothing more was seen of them. The boats



have been seen several times lately. While hauling up the mainsail today the breeze being strong, the sail was split from the foot to the head rope, and unbending and sending it down furnished more occupation for us, as the breeze has since been too strong to carry a new sail in time has since been bent. The only other remarkable transaction of the week is a forecabin brawl which occurred last evening. The parties engaged were the carpenter and foremast hand. a row had been breeding all day, but it did not come to an open rupture until evening when the carpenter claimed the suspenders which the other would not deliver them. The former cut them from his back and got in return for this, a severe punching and kicking, two black eyes, a bad looking abrasion and an otherwise damaged countenance. While the only damage sustained by the other party was a torn shirt. This affair will serve to keep good order in the forecabin for another space of time until it becomes necessary to raise an excitement again, and then we shall probably have another muss. Solar observations this week have not been quite so plentiful as heretofore, but those obtained gave the following situations:

May 4th Lat.  $58^{\circ}16'N$ . Long.  $132^{\circ}30'W$ . 5th Lat.  $58^{\circ}26'N$ . Lon. not obtained.  
 6th Lat.  $59^{\circ}34'N$ . Lon. not obtained. 8th Lat.  $45^{\circ}30'N$  Long.  $130^{\circ}49'W$ .  
 10th Lat.  $47^{\circ}19'N$ . Long. not obtained. 11th & 12th no observations taken.

Saturday, May 11th. 1856. A second week of somewhat disagreeable weather has at length brought us to right whale latitudes. And after making several attempts to catch one, we still find ourselves in the same circumstances as when the week commenced. Last Sunday we were without right whaling confines, and steering N.N.W. with a fresh breeze from S.S.W. under all sail having bent a main sail in the morning. Monday, wind, weather and course continued the same as on the preceding day. At four o'clock P.M. the first right whale was raised, to windward of us, we immediately kept off for him but when within hailing distance the breeze began to freshen and rain to fall, making disagreeable weather to chase a whale in. But notwithstanding this the Lord and Sd. mates lowered and started in pursuit, returning again after an hour's unsuccessful chase, the Lord mate having got quite near the whale once. Shortly after this the wind increased to a gale from the S.W. and we took in sail. From this time until Thursday, the gale continued blowing from W.S.W. and S.S.W. accompanied by considerable rain. During all this time we were laying to under a close reefed



topail, and standing quarter watches. The gale was a pretty heavy one, and during the time he sent down the mainmast and fore topgallant yards. On Tuesday morning he saw another right whale and same day saw a ship lying to at no great distance from us which was generally supposed to be the Liverpool. From Tuesday until Thursday no whales were seen, and the gale moderating in the afternoon of the latter day, he made sail and steered off to the N.W. supposing the whales to be in that direction. none however were seen through that day, and at night coming to sail was shortened and boats crew watches set. Yesterday morning sail was again made, and standing along on the wind we saw several right whales in the forenoon for which we lowered four boats, and three different whales were chased without any success attending our efforts. More whales were seen to the windward of us in the afternoon, but we could not get up to them so as to lower to any advantage. At night shortened sail and set boats crew watches. This (Saturday) morning made sail again and shortly after, right whales were raised. The 1st. and 2nd. mates lowered and gave chase but the whale was started off to windward although neither of the boats got very near him. it was no use to chase after this, and he accordingly came on board. Immediately after breakfast, at about 10 o'clock, two boats lowered for another whale: the 1st. and 2d. mates went down this time, and we chased the whale for a long distance working carefully the while, but finding at last that this mode of proceeding was useless, we took the oars and made a rush for the whale, but failing to strike we again came on board, arriving alongside at about 11 o'clock A.M. It was then nearly calm, and this kind of weather continued up to the present time. Quite contrary to expectation we managed to save an afternoon watch below deck today, but the Starboard watch have been busy all day. We however had it the same yesterday. Since the gale of this week terminated we have had very pleasant weather, and the greater part of the time has found us very busy, employed in chasing whales, breaking out &c. The turn which things have lately taken has caused considerable growling, both fore and aft. The cause of this disturbance of our affairs, as we understand, is that it was reported in Tahiti last fall, by some of the crew, that the skipper of the Arab was unfitted for the office he fills and now it seems, he is determined to vent his spite on the crew and show them that at least, he can keep all hands moving. In accordance with this spirit all hands are called at half past three o'clock to make sail and the orders are that from this time until 7 A.M. no one shall turn in boats crew watches are set at eight



P.M., after shortening sail to a double reefed main, topsail and forebail, and the time from that, until morning is divided among four boat crews this leaves us but a short watch below out of 24 hours. When we are chasing whales from morning till night as we probably shall frequently be. Another cause of complaint is that we are to have no under dog watches below. This order was delivered this afternoon in consequence of the Starboard watch, going below when we relieved them, at 4 P.M. Our watch were engaged in bending a new foresail, and the captain, seeing that the other watch had gone below told the mate to call them up and "mail the scuttle on the fore-castle" if he could not keep them on deck otherwise. The boatswain also got a slight specimen of the old man's eloquence, as he told them they would get all day on deck unless they turned out quicker when the watch was called. They happened to be a few seconds behind at 4 P.M., which is something very unusual in them, and this the skipper well knew. This change has all taken place very suddenly, and is probably nothing more than one of our interesting skipper's whims, but it has somewhat dampened the "fishiness" of many of the crew who formerly appeared anxious to take oil, and if the present state of things continues through the season, our luck during the time will amount to but very little. I for one sincerely hope that we may not take a drop of oil again until this season, at least has passed away, and such a desire is not expressed by myself alone. However, time will show how we shall come out in the end. \* \* \* \* \* Toward night this afternoon, we had a light breeze from the Northward for a short time, which was accompanied by a light fall of snow although the weather was not very cold, and as the season advances, it grows warmer and more pleasant. I shall probably we have now had the worst of the weather. Where all the ships are, we have not yet ascertained. Nothing has been seen of any since Tuesday and the one we saw then had probably just arrived on the ground.

From solar observations taken through the week the situations deduced are the following

May 12th Lat.  $51^{\circ}35'N$ . Long.  $149^{\circ}45'W$ . This is the only longitude that has been observed through the week.

13th. Lat.  $51^{\circ}40'N$ ; 15th. Lat.  $51^{\circ}30'N$ ; 16th. Lat.  $52^{\circ}42'N$ ; 17th. Lat.  $53^{\circ}22'N$

11th. and 14th. no observations were taken.



Saturday, May 24th 1856. I had hoped not to have been the chronicler of a Loss of life among our crew but it has happened otherwise; another member has gone to his last account since the last entry. The fearful accident which deprived him of his life happened early on last Sabbath soon after making sail that morning a right tide was raised a short distance to the leeward of us and the 2nd, 3rd & 4th. mates lowered for him. pulling out under our lee, they lay hove up for the whale but did not have to wait long before he came up very near the 4th. mate, heading directly towards the boat: seeing this, the 4th. mate made preparations for taking him "bow and head", and as they were but a short distance from the bark those of us that were on board watched the proceedings with interest, as it was pretty evident that the 4th. mate would get first. we saw the whale and the boat slowly approach each other until they met, the boatsteerer darted his irons, fastened solid and the whale sank, out of the bay without raising his flukes. Seeing they were fast the 3rd. mate immediately cleared away and lowered to their assistance. The whale was then running to windward at a pretty good rate and before the 3rd. mate could reach him he passed by the bark, to the windward. The first time that the whale came up after swimming he showed a very good chance, as he stopped running and lay rolling, but the loose boats were then so far to the leeward of him that they could not reach him, and the 4th. mate, firing nearly all his line out could not get it in before the whale again went down, and after this he continued running to the windward without intermission. The loose boats did not then gain much on the whale although he ran slowly, but the sea was so strong against them that the boats pulled to windward could not make much progress. they were all, in a short time, barely visible from the deck, and we began to give up the idea of saving the whale. Suddenly from the mast head, the report was made that but two boats could be seen, and they were both evidently loose, the manoeuvres of the two boats were then watched with interest from the mast head, and from their actions we judged that the first boat had either got stove, or swamped. After both boats had pulled about in the vicinity of where the whale disappeared, for a few minutes we then started for the bark, soon reached us and we learned that the worst apprehensions we had entertained were fully realized, one man was missing. It was the 3rd. mate that I saw enter and brought this dreadful news. He had stopped at the scene of the disaster to pick up the crew and having ascertained



ed that one was lost beyond a doubt he came on board with the rest of the crew who were all more or less helpless from being in the water, and as they came some distance in the boat after being taken out of the water the cold air benumbed them so that two had to be hoisted on deck from the boat; The particulars of the catastrophe we ascertained were as follows: during the time the whale was running to the windward and before the 4th mate had obtained a chance to dart at the whale the accident was caused by the fouling of the line around the loggerhead while the whale was sounding, and as a great strain was therefore suddenly brought on the line the boat would have been taken down in an instant had not the loggerhead gave way as it did, and the boat, which was nearly full of water, then rolled over immediately. The crew were thus set adrift before they had an opportunity to make any preparations but five of them succeeded in getting on either the cars or the boat's bottom and as the 3d. mate was fortunately not very far from them they were soon in a place of safety, but the boat's crew was no where to be seen and after making sure that he was no where in the vicinity of the boat the 3d. mate started for the bark, leaving the 2d. mate to take care of the stolen boat. How the boat's crew died, is unknown it is and impossible that he should have drowned through exhaustion unless he got hurt in some manner, for he was naturally as stout and hearty as any of our crew. The loggerhead when it was torn from the boat, might possibly have struck him with sufficient force to disable him, or he might have been taken down by the line, which at the time it got ~~lost~~ was nearly all in the boat, and as it was not cut, all this line was probably in the water near the crew, and most likely the boat's crew got entangled in it. One of the crew states that he saw the lost man just before the boat capsized, in the water he did not then pay particular attention to him, but when he next looked in that direction, he was gone. None of the rest of the crew remember having seen him after the boat rolled over. For his loss I think no blame can be attached to any that were in the boat. The sea was very rough, almost too rough, to lower for whales in but thus had nothing to do with the fouling of the line. The line, its whole length was new and consequently would not readily run clear once before the 4th mate was near being taken overboard by it, a line having caught around his arm, but he managed to clear himself from it. The boat's crew that was lost, was a colored man, a ~~Indian~~ ex-bastard called Benjamin Johnson.



belonged to Bridgewater Mass. and was about 22 years of age. Being  
 acquainted with our captain, when at home, at his invitation Johnson  
 shipped on board the Arab, and came out with us, before the mast.  
 In Widdow's bay, he was made a boatswain, did his duty well, and  
 when we arrived in Labrador he was shipped again in that capacity.  
 Not a man on board the bark was more generally esteemed than he  
 was and his loss was deeply regretted. He leaves a father, and several  
 brothers and sisters to mourn his loss. When the sad tidings shall  
 reach their fireside. A singular fatality appears to attend all who  
 sail from Bridgewater under the captain's espousage. Johnson & the  
 Ind. one we have lost this voyage, that came from home with him,  
 and on one of his former voyages - now when he took with him from  
 Bridgewater, was also lost. . . . . As soon as the 4th mate and his  
 crew were brought on board, the 3d. mate went back to the assistance of  
 the Ind. mate and they soon towed the Bow boat alongside. By that  
 time however she was pretty badly stove, having lain bottom side  
 up since she was captured, and the action of the sea upon her while  
 she was being towed to the bark shook her up considerably. . . . . Therefore  
 hoisted her in on deck for repairs. In taking her in, the 2d. mate came  
 near getting jammed between the boat and ship, but he saved him-  
 self by catching hold of some rigging, and in thus escaping from be-  
 ing jammed he got a dislocation. By being set down in the water  
 when the ship fell on the sea. All day Sunday the wind continued fresh  
 by night was a rough, but in the afternoon more right whales were raised,  
 and notwithstanding the accident of the forenoon, two boats were sent  
 down for them. The 1st. and 3d. mates lowered, and reaching their vicin-  
 ity, two whales were seen close together. We were going down to them before  
 the wind, head and head and it seemed almost certain that we should  
 strike, but the whales went down a second too soon, and thus es-  
 caped. Although neither of them had yet discovered anything the  
 next time. They undertook to come up at one we lay, but seeing  
 our boat, the whale that was under her shot out one side, and put-  
 ed just out of dart; very badly gallied of course; a boat's length  
 nearer would have been sufficient to have got us first but this was  
 wanting, and we did not afterward get a chance at either of the  
 whales. For this however there were few regrets. On Monday calm  
 prevailed nearly all day. At half past three in the morning, just  
 as all hands were called, a right whale was raised near the ship,  
 and the 1st and 2d. mates lowered for him. But he started off some-  
 where, so that no time was seen of him from the boats. At twelve  
 A. M. of the same day . . . . . and the 1st and  
 2d. 3d. mates . . . . . and chased them until noon, then, for



been no where near the whales, we all returned on board, lowering  
 no more on that day. Tuesday we had more light weather, in  
 the forenoon the 1st. and 2d. mates lowered for a right whale  
 which the 2d. mate, in endeavoring to pull on to, galled: we  
 chased him afterwards, but without success, and then return-  
 ed on board. In the afternoon the three boats lowered again, the  
 weather then being calm and the 1st. mate succeeded in getting on  
 to the whale near enough so that the boatsteerer started, but the whale  
 had seen the boat a moment too soon, and settling, the iron merely  
 cracked him, so that he got no further, and we returned on board about 5 P.M. and ran that time until night, squalls  
 of rain and snow were continually passing over. Wednesday, fresh  
 breeze from E. upon making sail in the morning, kept off W. and  
 stood this until a right whale was raised in the forenoon, and  
 coming to the 1st. and 2d. mates lowered, chased the whale off to  
 windward some distance in a rough sea without getting very near  
 him, and then started for the bark arriving on board about noon.  
 After this the wind continued to increase, and sail was taken in: more  
 whales were seen in the course of the afternoon, but we did not lower  
 for them. At night we were lying to in a fresh gale from E.S.E. under  
 a close reefed main top-sail. Thursday morning the weather was a  
 gain pleasant and the gale had subsided. In the forenoon the 1st. and  
 2d. mates lowered for a right whale, sea pretty rough, and pulling  
 to windward difficult, got no where near the whale then came on board.  
 In the afternoon a thick fog prevailed and at 5 P.M. we shot land sail.  
 Shortly after struck a floating ice, but did not save him. The fog contin-  
 ued through the night of Thursday and also, with occasional clear-  
 ings, all day yesterday. We lay under short sail all this time. Two  
 right whales were seen yesterday, but the boats were not lowered.  
 Today (Friday) the weather has again been clear and pleasant.  
 The boats have not been in the chase to day, but we came very near  
 lowering, in the forenoon, for a couple of humpbacks, on the supposition  
 that they were right whales but the mistake was discovered just  
 as we were about to lower away. At three o'clock P.M. raised a ship  
 to leeward, kept off, and in a couple of hours ascertained her to be the  
 "Hulst" of New Bedford, after speaking her a boat's crew of us went  
 on board and with our acquaintances of Tabina. Had an excellent  
 game which continued until eleven o'clock P.M. The "H." had taken  
 no oil this season but seen plenty of whales. At night the two  
 vessels shot land sail at the same time, and have since been lying  
 near each other. A right whale was seen just at night, but no boats  
 were lowered for him from either vessel. This is the only one we have



seen to day. Through the week we have shot about sail regularly every night, generally coming down to a double reefed main topmast and fore sail and both crew but they have been steady, the same as last week.

Business lately has not been quite so driving as heretofore and we pass away the time quite pleasantly. The fever of last week has nearly been subdued, but its effects still remain, and may possibly be in the end, some detriment to the seasons work. The carpenter has been employed all the week in repairing the Bow boat, but he has now nearly finished her and if an opportunity offers she will probably be down again next week, none the worse for the damage she sustained on Sunday. But poor Johnson his loss cannot be compensated for, whether may be our future success. The Bow boat crew are now completely recovered from their helplessness of Sunday last none of them having sustained any material injury.

Latitudes and longitudes obtained during the past week, are as follows:

May 18th Lat.  $54^{\circ}01'N$  Long.  $144^{\circ}02'W$ , 19th Lat.  $52^{\circ}31'N$  Long. not obtained.

20th Lat.  $52^{\circ}38'N$  Long. not obtained. 24th Lat.  $53^{\circ}26'N$  Long.  $148^{\circ}02'W$ .

21st, 22d, and 23d, no observations were taken.

Saturday, May 31st 1856. All of the past week we have had light breezes blowing mostly from the Westward and vary in force from N.W. to W.S.W. the accompanying weather has been generally very pleasant and the greater part of the day has found us busy hauled, although our time might have been used up to a great deal more advantage even if all hands had been below the whole week, for quite a number of accidents have occurred one of which on Sunday terminated seriously and came very near proving fatal. The various transactions and occurrences of the week commencing with Sunday have been as follows: That "Polaris" was in sight of us all that day, and right whales were plenty. In the morning, between the time of making sail and 7 A.M. quite an interesting scene occurred on board; this interval of time we were forbidden to occupy in our bunks, but whoever has the morning watch below is to stand by for lowering, if whales are raised. On Sunday morning however this a press order was transgressed by the Larboard watch, and while we were all very comfortably taking a morning nap a right whale was raised and the boats got ready for lowering without our knowledge. The mates crew are all in the Larboard boat and when he swung out overboard the mast was very fast asthove. This caused some little disturbance. When we got on deck and the mate got excited he reproached us for transgressing the law, but before he had finished his speech the boats were down "castled down" and no angry feelings remained. In the morning, however, at 10 A.M. we were all assembled in the main



the 2nd. and 3d. mules, we lowered, chased the whale without success, and  
 returned on board again before 5 A.M., the mate pronouncing the  
 whale to be a wounded one: such an one probably as we used to chase  
 up here last season, and which none but the mate ever discovered to be  
 hurt in the least: None of these wounded whales have been so badly  
 hurt, but that they are able to keep out of our way. On the 2nd of June  
 noon we lowered twice more for right whales which we were chasing at  
 the same time with the "Fidlaroff" crew. But neither party succeeded  
 in getting fast: the latter were chasing whales nearly all day. Some  
 time after dinner our three boats were again lowered, but we chased  
 with our usual success, and then returned on board about 5 P.M.  
 The 1st. mate went down alone in pursuit of a whale that came near the  
 "Fidlaroff" boats in the forenoon. But no one got fast. Those who saw and  
 were engaged in the chase, say that the mate of the "Fidlaroff" (Mason,  
 as the crew call him), had an opportunity to go on to the whale, but in-  
 stead of improving it he hove up when a shot was fired from him, saying  
 (as the crew afterwards told us) that he did not like the looks of them  
 "black devils", alluding to an unusual number of white spots on  
 the whale. At 4 o'clock in the afternoon we lowered for the last whale  
 that day, and it was on this occasion that all traces of the morning  
 reluctance vanished, if any had remained up to that time. Ours  
 was the only boat that lowered, as the mate thought he could go down  
 and strike best alone. The whale was a short distance to windward of  
 the bark when we lowered, but we soon got the sail to bear on him and  
 were off watching him for a while. I thought then that he was a mean  
 fish, looking dead, and so indeed he proved to be notwithstanding  
 in he was a little fellow probably an 80 lb. whale with a head covered  
 with barnacles and one of the class termed "crags" by the sailors. At  
 length however the whale came up under our lee at a short distance from  
 us, and taking the oars we made a dead rush for him, nearly head and  
 head: "Stand up", "look out", and "give it to him" followed a moment  
 after, the boat brought up against the after part of the whale's head  
 and the boat's crew gave him the first iron. The whale then rolled to-  
 ward the boat and the 1st. iron was firmly planted in his side, well  
 forward. We were steering at this time with a better wind than we had  
 not been pursuing. As it seemed necessary for us to do,  
 for looking over the shoulder, I could observe the whale (heaving close  
 the bow of the boat at a horrid rate. But all our steering was of  
 no avail; the boat was doomed, and bound to "catch it". The  
 whale as it seemed drew himself quite slowly by the head of the boat,  
 and just as his flukes were opposite it. When we all thought we  
 were clear, he raised them out of water and with a quick motion put



them down on the head of the boat so suddenly and with such force that  
 the bow was cut off almost as straight as it could have been by the impact.  
 everything in the boat was disarranged, every oar unstiffed, and the mate  
 who caught the storm, knocked overboard. The bow oarsman immediately  
 jumped off to the mate's assistance, saying at the same time that he did not  
 know but what the boatsteerer was killed. The latter I had not observed  
 before, but seeing the rest of the crew to help the mate in, she was uninjured.  
 I stepped forward and found the boatsteerer lying in the bottom of the boat  
 with his head wedged in under the bow thwart, so that I had some diffi-  
 culty in extricating him. But when this was accomplished, I perceived that  
 he still breathed but he was completely insensible and evidently in a state  
 of shock although we could see no external mark of violence. The mate  
 had been cut by both myself and the bow oarsman immediately after  
 we were stove and as the whale did not again come near us, there was no  
 more immediate danger and we were left to support ourselves as best we  
 could until assistance should arrive from the bark that was then a  
 boat a mile from us. The mate sat safely in the boat while she  
 was afloat and then he and the others of the crew endeavored to keep her  
 from rolling over by hauling while I supported the boatsteerer in the forward  
 part of the boat. It was impossible to keep the boat afloat long, with  
 her head knocked off, and she soon tilted and rolled bottom side  
 up; this we were all looking out for her and followed her over, crawling  
 upon her bottom where I obtained a firm seat, and then hauled the  
 boatsteerer up also, having held his head above water when the boat rolled  
 over. We were now in comparative safety, the mate was seated astride  
 the boat's bottom at one end, myself with the boatsteerer at the  
 other the bow oarsman afloat on the mast and oars and the aft oar  
 midship oarsman alongside of the boat haping. There was afloat but I did not  
 know. The only one for whom we were solicitous was the boatsteerer,  
 as he frothed at the mouth considerably, remaining perfectly insensi-  
 ble and breathing with great difficulty. I managed to keep his head  
 above water. But as he was evidently badly injured internally it was still  
 further precarious for him to lay in the condition which he was.  
 A few minutes after the boat settled over we saw, with pleasure, the  
 boats lower from the bark and pull towards us. We well knew they  
 were straining every nerve to reach us, but still they seemed to  
 approach slowly, all but the midship oarsman made out to help  
 however but his exertion was very badly effected. He was as stiff  
 as any one in the boat, along side of the boat but he kept continually haul-  
 ing up on her bottom, nearly rolling her over every time, without  
 doing she was thus placing the boatsteerer in imminent danger. At last  
 the bark and boats came up and we were all safely landed.



able not more than twenty minutes of the time. The accident happened while they were at it, but the time seemed much longer. Upon their arrival the boatsteerer was got into the 2nd. mates boat first the rest of us followed him and we then started for the boat leaving the 3d. mate to take care of the stove boat. During all this our crew were taken on board, and were soon with the exception of Davis, restored to their wonted vivacity although for some time they were sadly down at the mouth. Davis was taken down in the cabin in an insensible condition, and placed in the captain's berth. Here he received all possible attention and a few hours after he arrived on board he was restored to consciousness, although for some time afterward he was delirious. The 3d. mate arrived alongside with the stove boat shortly after we did and we hoisted her in on deck. The iron bound bow of the boat was all gone, her foremast & the mast broken and the keel disjunct. The time was all lost, although the whale carried off but little of it. After he had stowed us the whale went off to windward and when on the bottom of the boat I saw him once a short distance from us, kicking and thrashing as though he was very badly hurt as he in all probability, he must have been for one of the blows was in where it was thought it would cause his death in a short time. As Sunday, evening when the three were again straitened up, the "Eduisoff" ran down and spoke us, after which the skipper and a few others came on board from her, and stopped a few minutes. Monday, we had a thick fog all day, and this kind of weather was as a general thing heartily welcomed, for none of us in the fore-castle were over anxious about our whaling affairs. One or two right whales were seen in the course of the day, but we lowered for neither of them. On the afternoon had a pleasant game with the "Eduisoff". Tuesday, strong breeze from N. N. W. and quite clear, but the breeze was too fresh to look for whales in and therefore several were allowed to pass us unmolested we also remained under short sail all day. "Eduisoff" in sight some distance from us. Wednesday, breeze from N. N. W. still continued quite fresh and the sea pretty rugged. Saw quite a number of right whales through the day. Got the 4th. mates boat out on the cranes in the forenoon and in the afternoon the 2nd. 3d. and 4th. mates lowered one each but neither of them succeeded in striking. Thursday, light breeze and pleasant weather. Saw seven black fin backs and right whales and in the latter the 2nd. 3d. and 4th. mates lowered one in the forenoon and one again in the afternoon but neither lowering was at all successful. Friday, (today) was another beautiful day for



whaling and we improved the opportunity although in a not very agreeable  
 manner. Bright sails, humpbacks, few boats and no prize was made  
 during the day, and in the forenoon the 1st, 2nd, and 4th. males came out for a  
 right whale which was killed without being struck. The mate on this  
 occasion went down in the 3d. water boat taking the 3d. males crew and  
 the 5th. male to clear him. In the afternoon at 2 o'clock three boats  
 lowered again in the same manner as in the forenoon, for a line right  
 whale which after a short time the 2nd. male got fast to. From  
 the bark the 2nd. male was seen to strike, and the whale making no  
 disturbance settled out of his way without doing any damage. The  
 next time he came up he did not swim much but lay and kicked.  
 Three of us that remained on board had nothing to do but watch  
 the proceedings and as the boats were not far distant we could  
 tell pretty near what was going on. The whale flinned and fluked and  
 made about as much white as before, saying that I even saw the  
 2nd. male immediately hauled up on him, and we saw him dart  
 at the whale after just once or twice but with what effect we could  
 not determine. Shortly after this the 4th. male pulled up and got  
 just without damage or difficulty and seeing how well they were getting  
 along, in imagination we already had the whale alongside the bark  
 but immediately after the cry of "they are close" was heard and all such  
 illusions were dispelled, to give place to serious apprehensions for the  
 safety of our ship mates. It was known to be the 2nd. male who was close  
 and soon after we observed that the 4th. male also was close from the  
 whale swimming out as we supposed to assist the 2nd. male and his crew.  
 In a few minutes the 1st. and 4th. males started for the bark and  
 as we were not far from them they soon arrived alongside, relieving us  
 considerably. Then we ascertained that all were safe although they had  
 been placed in rather a dangerous situation as we learn from the  
 statements of the particulars. It appears that the 2nd. male went  
 work upon the whale somewhat carelessly; he hauled up to him as far as  
 possible to get a good lance at him and when he started or rather let him  
 since the boat was in a dangerous place of the whale "he came and would go  
 without us him, as soon as the lance entered the whale they say that  
 he gave his boat short sound striking against the side of the boat,  
 starting and immediately capsizing her. The crew then disposed of them  
 as they thought. Let some stopping in the boat others striking out  
 for an hour the whale in the main while he was in the vicinity of the sta-  
 con boat, and not satisfied with what damage he had already done  
 he ran over the boat several times and stove her almost to atoms, so in  
 it all with his boat and this was a fortunate circumstance for her crew  
 as if he had used his flukes much just then some of them would



and probably have "lost the number of their mess" being so promiscuously scattered about in the water. Finding it was dangerous to stop around cedar while the whale was continually thrumping away at it, those that remained by the boat soon left her and trusted to the other boats for salvation. All of the crew but the boat-stewer were accustomed to swim, and could therefore easily keep themselves afloat but the boat-stewer got along tolerably well, and would have sustained no damage, probably if left unmolested, but the whale having finished with the boat next started and ran directly over him, undesignedly most likely, but still the damage was the same. He states that just before being run over he heard the rushing noise behind him, and knew that the whale was coming for him. But being unable to get out of the way he was forced under water and became senseless. The whale was observed to run over him from the back, and all gave him up for lost, but a minute after he was seen from the 3d. masted boat, caught by the hair just as he was sinking, and hauled into the boat in an insensible condition. The others of the stowen crew all reached the boats some of them a little exhausted but none materially injured. The 2nd. masted boat, being near being taken down by a line fast to the whale just as he was about to get into the 4th. masted boat, but he fortunately escaped, he had hold of the boat's gun wale when the line got foul around his leg, and took him down a little, but recovering down, he managed to extricate himself there being but little strain on the line. When all the stowen boats crew were thus rescued the 1st. and 4th. masted started for the bark, arrived alongside, and deposited their passengers. The 2nd. masted boat-stewer had come to a little common sense and hove up a considerable quantity of salt water when the boat arrived alongside he was in great pain inwardly and felt excessively cold, but the proper restoration in a short time made him quite comfortable. When the 2nd. masted crew were brought on board the whale to which they had been first was yet in sight at no great distance and from this situation he appeared to be somewhat injured, the 2nd. masted affirmed that the lance which he had set into him had entered his life, but this could not have been, for if so he would not most likely have spouted blood, which he did not. However after a customary delay on board the 1st. and 4th. masted again started for the whale and the 2nd. masted, took in the 3d. boat which had been partially filled and set on the starboard mainmast, and then in search of his stowen boat as mentioned.







and inside the left shoulder appearing to be the principal seat of pain. The only visible marks of external injury observable is the loss of two front teeth which were knocked out in some mysterious manner without a cut on either lip. It never appears to be broken, but still he is so sore that he can scarcely move without assistance. How he could have been so badly hurt without leaving a scar, seems very singular, and the most probable supposition seems to be that the whale's flukes struck him on the left shoulder knocking him down in the manner already described, and perhaps disarranging some of the internal organs. He says that he remembers nothing of the whole transaction from a few minutes after we left the boat until late on the same evening when he awoke to consciousness in the captain's berth. I watched with him that night and he was occasionally murmuring something about a whale in delirium, evidently having a faint idea of how he had been injured but since the recovery of his reason he says that he can remember nothing about striking the whale or even of starting for him the last time. The Sunday following has so far proved very bad business for us, and coming on board the day that we were told the creek swore vengeance against it; but he was then cold and uncertain that he is warm and dry again all his protestations will probably be, if indeed they have not all ready been soon forgotten. If we continue on much longer in the way we have been doing for the last fortnight our whaling for this season will soon be brought to a terminus, for want of boats and line, on each of the three accidents that have lately happened a bit of line has been lost besides losing several oars, one boat has been entirely demolished and the other two used up so that we have now not one good boat in the ship. Through the past week we have continued to make and take in sail and stand boat crew watches the same as previously. The weather being generally pleasant, breeze light mostly from the Westward and ship is well standing along on the wind no matter from whence it came and making but very little progress in any one direction. We still keep clear of the eddies that the greater part of the ships probably being to the Northward of us get. A right whale carcass was observed this afternoon which demonstrates that some one of them has lately been in this neighborhood.

Our situations lately have been on

May 24th in lat.  $32^{\circ} 38' N$ . Long.  $148^{\circ} 10' W$ . This is the only one made obtained. 25th lat.  $32^{\circ} 47' N$ ; 26th lat.  $32^{\circ} 22' N$ . 25th, 26th and 27th. No observations taken.



Saturday, June 10th. 1856. During the past week we have been actively stirring around amongst the whales, but have providentially escaped any further misfortune. On Sunday the ball was set in motion, notwithstanding the ill success that we had met with formerly on this day and regardless of the odds which the odds look against it when we was suffering from it. This time however no accident happened. A strong breeze was blowing from the Westward all day and the sea was quite rough. A number of right whales were seen and in the afternoon we shot and killed one. However but after a short and unsuccessful chase we returned to the bark again. In the morning of the Sunday we saw a number of ships, one of which was shortly afterwards to have her boats down and running down near her. She was ascertained to be the Triton of New Bedford. One of her boats were fast to a right whale and he was carting him about strangely at first he came to leeward and came down off our weather beam and then sitting down in of a mile from us he brought to for a moment and lay rolling then started to windward and started off in that direction like a race horse. All this while the boat that was first got near him. Just before night we spoke and jammed with the Triton and ascertained that instead of killing him that day they had got a stowen boat. When the whale was first struck the boat was got knocked over board but was picked up so by another boat. We had observed but five men in the first boat when she passed us and thought some accident must have happened. They were unable to get a second boat but the whale took the first boat off to leeward of the ship and the other boat and when they finally succeeded in hauling up he him for the first time of his kind for several hours, he hauled up under the boat and close her bows slightly so that they cut, and left. This Triton is different ship from the one of the same name which we saw in Talcahuano.

Sunday, Sea still rough and breeze strong from the Westward. Triton in sight to windward of us. Saw quite a number of right whales and in the forenoon we lowered and chased one off to leeward several hours. Not finding we could not overtake him with sails set and paddles in motion, returned on board. Tuesday and quite calm from the Westward and foggy weather, in consequence of which no sail was made through the day. Saw several right whales, and also a ship the latter to windward of us and supposed to be the Triton.

Wednesday, Strong breeze from the West and a rough sea, several right whales but no right whale were seen through the day. On Thursday we were met rather unpleasant weather and at 11 A.M. we were under downy reefed topsails in a thick fog and strong breeze from the West. Soon after this the fog cleared away and a strong breeze



right whales were raised together. The 2nd, 3d. and 4th males lowered and the 2nd male got very close on to me but did not strike. This got did the whole of them and farther pursuit was useless. A number of right whales beside these were seen through the day but we did not lower again. The morning commenced with a strong breeze from the S. which through the day continued to increase and haul gradually until we had a moderate gale from E. Saw several right whales and in the forenoon the 2nd, 3d. and 4th. males lowered, but the whale they were chasing was bound off to windward so fast that they could not overtake him. On Sat. (Saturday) the breeze has been fresh from N.E. and the weather foggy. Several whales have been seen, but all of them were pronounced flukes, and consequently this has been another day of rest. For the last three days we have been standing off to the Northward, endeavoring to find whales I suppose but if so, I hardly think they will be found more numerous than where we have lately come from. Still there has been no reason to complain of any scarcity of whales but still it seems that we do not catch any very singular ones and encouraging us to some extent we have got sufficient for this season already. The water boat yet remains in on dock but the carpenter has at length finished her and at the next opportunity she will probably be put out on the cranes again. I have our bolsterer, still remains unable to do much for himself although he is getting along extremely well.

This week's observations have given us the following situations

1st. Lat. 55° 17' N. Long. not obtained 3d. Lat. 52° 43' N. Long. not obtained

3d. Lat. 53° 24' N. Long. 148° 14' W. 7th. Lat. 55° 42' N. Long. 147° 42' W.

2nd, 4th. and 6th. no observations taken.

Saturday, June 14th. 1856. Another week has terminated, and still we float under the same circumstances as previously. The weather during the past week has been somewhat unpleasant although such as suited many, and very unfavorable for whaling if whales had been plenty in our vicinity, but of these there have been very few seen. The first of the week, we had foggy weather, wind continually very thick on Sunday and Monday, and attended on these days by a drizzling rain nearly all the time. The breeze came from the Westward and the bark was standing N. bound as has been understood to this island but since, this determination has been changed. On Tuesday morning the water boat, being completed was set in her accustomed place on the wharf and down. Sail was not shot



was as usual on Monday, but starting sea catches we continued to  
 run to the northward all that night. Since then we have had fog  
 fairs and rain alternated. On Wednesday the wind from the North  
 ward blew up to a pretty heavy gale, came down to a close reefed main  
 top sail and lay do through the day. On Thursday the breeze was  
 again quite moderate. The only unusual circumstance of the day was  
 the fact that the ship's windward of us, while our skipper appeared  
 in a ship to speak to us, and that as she could not run off for us  
 we could not accomplish this that day. The schooner remained in the  
 neighborhood through the night, and yesterday (Friday) morning she  
 was but a short distance from us, and about a boat's length  
 ahead under our lee but they did not succeed in striking him. The  
 ship was then near enough to us so that we read Montauk's shipping  
 on her stern. Before noon yesterday we spoke and had a short game with  
 her. The whale she was still killing was her only this season, and this  
 one she had found dead. Our skipper went on board the Montauk  
 and the mate of the latter coming on board of us, brought us a couple  
 of coils of twine which the skipper had bargained for. Soon after, the  
 breeze from the Eastward began to increase and after double reefing  
 the top sails the ship broke up and we set our course to the leeward  
 of the other so the boat to go and come. After the skipper came on  
 board at 3 P.M. we immediately came down to a close reefed main  
 top sail, and a heavy gale, with fog and rain continued until this  
 morning. To day quite a breeze has been on and a heavy swell has  
 been running. The Montauk was seen this morning but she has since  
 disappeared and left us alone again. Humpbacks, finbacks and  
 porpoises have been quite plenty in our vicinity all the week and  
 yesterday in the morning we raised several right whales for which  
 we kept off and intended to lower but a sudden squall of fog passed  
 between us and the whales and when it cleared away they were in-  
 visible. There were the only right whales which we have seen during  
 the week. Since the intention to visit Brier Island was abandon-  
 ed we have been endeavoring to get off in an Easterly direction  
 but the wind having blown mostly from that quarter lately has pre-  
 vented us from making much Easting. The skipper had expected  
 to find whales up around where we now are, but in this it seems  
 he has been disappointed, and meeting with such bad weather as  
 we have lately had, causes our departure for the Eastward. It is now  
 nearly ready that the season was over and all hopes of getting much  
 oil this season have now vanished: if we can only get through this  
 cruise with a whole skin and without oil it will give several sat-  
 isfaction; strange that a whaler crew should feel so little interest



ed in the day age. The times among the sailors this week have been quite lively, for they have had the greater part of the week to themselves - nothing going on to interrupt their revelries: the regular sea catches have been slow all the week, but there are divided in bad weather, so that there is no lack of time for rest or amusement below. There is one little circumstance among the many that have occurred in the fore-castle, that deserves particular notice: this was a fracas one evening of this week, between a Portuguese and a Yankee, but the name of the latter shall be especially mentioned, as I happen to have more respect for him than its entry here would evidence. After a short tussle, however, the foreign individual succumbed to the force of circumstances and acknowledged himself satisfied after receiving a beautiful pair of black eyes, bloody nose and a cut face. Since that time the fellow has been civil. More blood besides this has been spilled in the course of the week, for two little pigs have lately been killed. They were the last of the lot - born and brought up on board, but the fraternal ties which bound them and the sailors together were not very strong, and their death was welcomed as a blessing for what that occurred, we were free from the nuisance for the first time since coming with the ship Eagle in the Atlantic Ocean.

Solar observations during the past week have been quite frequent and from them the following latitudes and longitudes have been deduced.

June 8th. No observation was obtained but on the 9th. in Lat.  $56^{\circ}09'N$ . No longitude obtained. 10th Lat.  $57^{\circ}53'N$ . Long.  $146^{\circ}42'W$ . 11th Lat.  $58^{\circ}34'N$ . Long. not obtained.

12th. Lat.  $58^{\circ}18'N$ . Long.  $148^{\circ}W$ . 13th. Lat.  $58^{\circ}41'N$ . Long.  $147^{\circ}28'W$ .

14th. Lat.  $58^{\circ}25'N$ . Long.  $149^{\circ}14'W$ .

Saturday, June 21st. 1856. In the fore part of this week - from its commencement until Tuesday, weather calm and calm. sulphur bottoms, humpbacks, finbacks and puffing pigs very numerous but no right whales to be seen. Tuesday morning a light breeze sprang up from the N.W. at this time there were plenty of humpbacks and finbacks around, as on the preceding days, and standing along with this breeze. Before noon three right whales were discovered all together. Hauling aboard, the 2nd. 3d. and 4th. mates lowered away the 4th. mate taking the water boat as his own worked badly. The boats gave chase and got quite close on to the whales but they did not succeed in striking and therefore re-



turned to the bark, as they had many times before returned empty-handed. In the afternoon of the same day three more right whales were raised together to the leeward of the bark and at 4 o'clock P.M. the 1st and 2d and 3d boats were sent for them. The 2d boat was sent down in the 2d boat, with the 3d boat as boatsteerer. He first started in pursuit of one lone whale and after getting into his wake, galloping him and chasing him a short distance to the windward he was fired up and the three boats squared away for the other two whales which were both together. Upon nearing them the 2d boat got the first glimpse of them. Both whales coming up a short distance from him side by side and he ran straight for his boat, in which direction they continued approaching, until the 2d boat reached them. First and head when the 3d boat gave one of them the first iron solid, striking him somewhere in the bulge. The other whale was then rising at the head of the boat and the 3d boat used his second iron to prick him off so that but one iron was thrown into the whale to which they were fast. The first whale upon being struck, struck his head up out of water and after splashing a little for a second or two he quietly settled out of the way. The other one was dodging about the head of the boat for a moment and we in the 2d boat looked on with intense interest expecting to see the first boat stove but fortunately the whale did not feel disposed to lick and passing along by them, the boat escaped without injury. All that then remained to be done was to kill the whale, but this proved a harder task than our gang was able to perform. Immediately after the 2d boat struck the whales separated the loose one travelling off to windward as though he thought there was danger in the water. But the first whale ran to the leeward and on the wind he also bore a race and travelled off so that a second boat could not get fast. The only time that another boat got anywhere near the whale, was once when the latter snilled at some distance from us and came then travelling across the head of our boat we pulled hard to intercept him, and got near enough to call the boatsteerer up but the whale was going with such lightning speed that he passed by us before we could get within shot of him. Shortly after this he took a straight course off on the wind and ran so that the two loose boats were immediately left far behind, and in a short time the first boat was out of our sight altogether. We however continued pulling, and in the course of an hour or so the 2d boat was again raised, but they were loose from the whale, and pulling towards the bark. Seeing this we also pulled in that direction. And at 8.4 P.M. arrived alongside. The 2d boat had reached the bark before us having cut from the whale from the time he first struck until sunset.



whale had run so that he got within dart of him but once, and then  
 the iron shot reached his flukes but did not penetrate the water  
 him. He took a little, but it was the only time he raised his flukes to  
 strike while they were shot. Finding at length that they could not  
 get near the whale again, the 2nd. mate got in all the time he could,  
 and when the whale went down about 25 or 30 fathoms distant,  
 the line was cut, and they started for the bark. The iron with  
 which the whale was fastened to, entered him well forward and  
 then it was thought the wound would prove fatal. But this has  
 been no advantage to us. I don't know what the proceeding after  
 the boat got fast to the whale could have been bettered. In strict-  
 ness there must have been some little carelessness or ignorance exhib-  
 ited on the part of the 2nd. mate. But when the boat could get no  
 where near the whale afterwards no one can be to blame for the  
 loss of the whale. In going on to two whales together the same as the  
 one were when the boat got fast there is much more danger to  
 be anticipated from the loose whale, after striking, than from the  
 first one and it was by the loose whale that we had expected to see  
 the iron get stove on this day. We have lately heard of an accident  
 which happened in this manner to the 2nd. mate of the Triton, and  
 which has occurred since we were gaming with her. The 2nd. mate  
 went on to two whales together got fast to one, and by the other the boat  
 was stove and the 2nd. mate and his after surmen both injured so that  
 they died in a short time. On Wednesday, four blacks and  
 five backs were plenty, as usual, and in the afternoon a right whale  
 was raised, for which the 1st. 2nd. and 4th. mates lowered, the 3rd.  
 whale steered, the 1st. mate also went down in the boat of the former.  
 The breeze was then light, the sea smooth, and the chance for strik-  
 ing the whale a good one. But after all he escaped without injury.  
 The 4th. mate got a chance at, and started for him. But there was  
 one in the boat (the midship carman, who owns that he had rather  
 see the devil, than a right whale) who did not exert himself  
 much, and in consequence of this the boatsteerer did not get suffi-  
 ciency to fasten when by one united effort of the crew he might  
 have had a first rate chance. This, of course, made the 4th. mate  
 growl but there were many who heard of the bark with pleasure.  
 Some afternoon saw a sail. Thursday morning at 5 o'clock  
 saw another sail, boiling. Thompson's and five backs in sight  
 on that day. The weather was very pleasant and almost calm  
 but gradually we drew nearer to the sail raised in the morning,  
 and after some considerable looking she was at length pronoun-  
 ced to be the bark Gas. Andrews. After this, our ship for was half



wild for a gam with Capt. Bailey. But the wind blowing died down a little together. The two vessels lay nearly motionless some three or four miles apart. At 6 P.M. the Captain could stand it no longer and blew in away a boat accordingly. A boat crew of us took him on board our mouth boat, who proved to be no other than the James Andrews as had been supposed. They were employed boiling their Ind. whale of this season but notwithstanding this, we had a first gam, which lasted till midnight when it means a light breeze the two barks had got quite near each other. When this gam terminated, it was with the understanding that it was to be renewed again on the following day.

Yesterday morning therefore the James Andrews was with us, and at 9 o'clock A.M. Capt. Bailey came on board of us and resumed with him our male going on board the Gas Andrews in her boat which returned immediately after depositing the skipper on board of us. In the morning we also saw another sail, which for a time lost sight of in haze and fog. But in the afternoon she was again raised, and having a light breeze we started for her accompanied by the Gas Andrews. Reached and spoke her in a short time ascertaining her to be the bark Cleone of New Bedford, with two whales this season. The skipper of her, Portuguese came on board of us immediately after, and the three skippers together had quite a gam. When they were all on board of us at 6 P.M. a couple of right whales came up close to us having remained undiscovered previously. The ship however had now called them, and they were bound off, but both from the Cleone and the Gas Andrews lowered and chased them a short distance unsuccessfully, then returned. Finbacks and humpbacks were around in their usual profusion all day. At 7 P.M. the gam broke up, and our skipper went on board the Cleone with the Captain of her. A boat crew of us went there after him in the evening and during our short stay we had an excellent gam, the Cleone being on her first season for some with a crew of white men who were being very successful. At eight o'clock A.M. yesterday, all three barks shortened sail. Later we saw several whales which were not properly made out, but they were supposed to be right whales. Today (Wednesday), eight whales have been quite numerous around us. At noon the 1st, 2nd, and 3rd. males lowered and went in amongst a gam of three which we stirred up without getting fast, and afterward chased for a couple of hours with the same success, then came on board, at 3 P.M. the boats lowered again, 2nd, 3rd, and 4th. males going down for a gam of five right whales, but neither of the boats succeeded in getting fast. When they returned we chased several more whales with the ship, off to leeward, but they were travelling so fast that we did not catch up with them in time to lower the boats to any advantage. At eight o'clock P.M.



shortened sail for the night. The *ble. Eleonore* and *Corvus Andrews* have been in sight of us to sea and also three more sail. Some of these vessels were observed to have their boats down, and this afternoon the boats of the ship to leeward were seen first to a shore. Since we have once more arrived where right whales are plentiful the other species have diminished as usual. The crew used to say we have seen none of the humpbacks and *fin backs* which on every preceding day of this week have been so numerous. Amongst right whales before we have had sufficient exercise for one week. The boats having been in the water nearly every day. Through the past week the 1st and 4th water boats were landed alternately, using the 1st water boat as the 4th water boat & both as to be kept for use. The cruiser to leeward was pointed to steer the 4th water boat and steers the water boat all the time out the 1st and 4th water boats crews, each go when their own boat boards sea. The whaling we have had beautiful weather all the week. Light breezes have generally blown from various directions, and with these we have been working slowly to the Eastward carrying sail all the week with the exception of last night and standing sea water all the time which is more agreeable to the sailors than boat crew work. Since the water boat steered who was injured is still improving well, he will be off duty for the remainder of this season at least. He left the bone seems to be displaced in some manner which pains him considerably, and this pain penetrates through to the back part of the shoulder where it is still more severe although there is no perceptible inflammation on that side. Much for necessary season work.

The altitudes and compasses obtained this week are the following.

June 15th. Lat.  $38^{\circ}18'N$ . Long.  $149^{\circ}25'W$ . 16th. Lat.  $37^{\circ}32'N$ . Long. not obtained.

17th. Lat.  $37^{\circ}29'N$ . Long.  $148^{\circ}34'W$ . 18th. Lat.  $38^{\circ}13'N$ . Long.  $145^{\circ}43'W$ .

18th, 19th, and 21st, no observations taken.

Saturday, June 28th. 1856. The week ending with this date has been one of not very driving winds and the weather which we have had has been all kinds. The last day left us lying quietly in a light breeze under short sail, but that night the wind from the Eastward increased, and on Sunday last we were lying to all day in a moderate wind from the same direction with a double reefed main topsail and fore sail. Five sails were seen through the day, among which was the *barb* (Andrews). Two of the others were passed to the leeward of us just before noon and in a short time they passed just to leeward of us, steering off S.W. in company with main top



gallant sails and fly jibs set, while we were at the same time lying to. One of these two ships was pronounced to be the Erie and some of our ship mates were probably on board of her. Had the weather been less boisterous we might have had a very agreeable gain. In the afternoon the Jas. Andrews made sail and stood along to the windward of us. On Monday we again had pleasant weather, which with light breeze from S.E. and S. continued also on Monday, Tuesday, and Wednesday, excepting an occasional light squall of fog or rain. On Monday we saw three or four ships, but no whales. Tuesday, several ships, sunnibacks, and sulphur bottoms in sight. In the afternoon a couple of whales were seen at some distance which by some were called sunnibacks, by others muscle diggers, and by others right-whales. The mate was of the last party and by perseverance in tearing the ship for nearly length obtained permission to rouse our watch out from below to get ready for lowering, but when we came up they were not ready to lower, and before they got ready the whales which had caused so many conjectures were discovered to be sunnibacks. Through the day one of the vessels in sight was discovered to be the old Liverpool, and at 3 P.M. she and the Jas. Andrews were gamming a short distance to the windward of us, the skippers both being on board the latter as we knew by seeing their colors run up to the main peak for our captain to join the company it was unnecessary to repeat this invitation. At 4 P.M. the Jas. Andrews was on a boat hoisted off for the Jas. Andrews immediately. The mate of the Liverpool then ran her down across our stern, spoke us and invited the mate to "come on board". This invitation also, was accepted and on board of her we had a good gam with our old mate introduced the mate and a boat crew from the Jas. Andrews being also on board there with us. The three second whale was also on board the Arab, so that we had a regular gam throughout. The Liverpool we found in a pitiable condition as ourselves, respecting taking oil this time as she had struck in one whale and lost him. While so close on the bow of the Liverpool a right whale was raised but it being pretty late, no boat were lowered for him. At 11 P.M. she came back up. Wednesday saw several right whales young quail, and the Jas. Andrews did not see any. Saw also a great number of sunnibacks and sulphur bottoms. We took five or six boats ship and a ship's company of 14 embarked and the same were sent out to hunt for the whale but the latter we were visiting. Saw the Liverpool once more turn up for whales but on both occasions they were unsuccessful. In the afternoon spoke and gammed with the Enterprise who was then making her last start. Found her



obtained a boat nearly new, and to accommodate them we let them have a boat load of wood. That night both in sail and layed as the ship ran usually, clear if any ship in sight happens to do them or if they run, we run also. Thursday, strong breeze from P.W. Two fair ships, one of which was lying to under short sail, and in consequence, pronounced to be blubbered by the mate, but she was more probably, slowing down. The other ship's boats were down for a while in the afternoon, but we did not observe that they were successful. Yesterday (Friday) light breeze and pleasant weather, wind from S.W. ship steering N.E. This day commenced rather insuspiciously for a certain sailor of the Starboard watch, whose name shall be unmentionable. When his watch was called at 3 A.M. he did not happen to awake, and lay comfortably in his bunk fast asleep when sail was made, at 4 A.M. He then was awake by one of the watch, and proceeding on deck as soon as possible, met the third mate, who had charge of the Starboard watch, coming for him. As soon as the poor delinquent picked his head up out of the fore scuttle, he was saluted by the 3d. mate who inquired in a very impolite manner if he was sick, but for his answer he received a "No" in as surly a manner as he had asked the question. "Point yourself along there there" was the order, but probably thinking himself in dog, the sailor used some expression of contempt for the officer and his orders, which so enraged the latter that he made a rush and seized him by the hair before he was out of the scuttle, but he easily got on deck and quite as soon prevented the officer from doing him any harm, although the latter was highly exasperated and threatened about fifteen, for such a little man. Finding that nothing was to be accomplished by fair means he was endeavoring to get a stick of wood next, to try what virtue there was in it, but this also he was unable to effect, and getting hooked again, both the combatants got out in the waist. Where the 3d. mate again got desperate and exerted himself to the utmost, but to no use. In less than half a minute he found himself held on the gunwale of a boat which was on deck with parties having come across the deck from the windward with a cord, capturing a sailor and the grind stone on the passage. At last, feeling that he was incapable to give the sail in a personal charade, upon being released the 3d. mate proceeded below to call up the skipper, at the same time telling his tale against the com. below with him but this request was answered in a far less courteous manner than it was made,



and therefore soon he went alone. Soon the skipper appeared on deck and said for the surgeon, the reflecting sailer, was called aft and the skipper inquired of him what was the matter. The cause of the disturbance was related, and in the course of his narration the sailor was called to him by the st. mate. He stood by and as long as the skipper was in sight felt safe to say what he pleased. Afterward the sailor lost his place the skipper talked to him pretty sharply, and finally gave him orders to jump up to the main top gallant cross beam, and live and bge he would settle with him. This was part of the sentence - he took cold quarters in the main top gallant cross beam so long as the skipper should see fit, and as the skipper was too high dignitary on board there, to be opposed in such a trifling case, he who had mastered the st. mate, submitted to the order of the captain and travelled to mast head without a murmur. Here he remained in a spice from about 4 P.M. until half past seven and was then called down to breakfast, after which he again ascended and remained aloft until half past four afternoon, and at this in his watch below the loss of which was the most important out of all. In the afternoon, he was ordered to scrape and scrub down the fore topmast which latter job, at 4 P.M. finished his labors for making a comfortable thing as he described. The fifth or sixth part of which the skipper spoke in the morning was not brought coming up and the result is probably considered to be worked out now. About the time the sailor's last job was finished, a right whale was raised for which the 1st. 2nd. & 4th. mates lowered. The mate hurried the whale pretty sharply but we were all unable to get fast, and finding this out, came on board. Saw also several humpbacks, the same day, and just before 5 P.M. raised a ship. At 4 o'clock the same afternoon something which looked like land was seen to the N.N.E. but whether or not it was land, is doubtful, as it was dimly seen. I think it must have been the American coast in the vicinity of Mt. St. Elias. The co. continued on, crossed by 10 from St. and on the same day, and the next day. Saw a number of right whales, and in the forenoon the 1st. 2nd. and 4th. mates lowered, chasing two whales that were together, and in which our boat got very near. The boatmen was on the lookout expecting to get first but the whale that was seen and killed on instant too soon after this. That it all to be without setting, the present distance. That was raised in the forenoon which at 11 A.M. we spoke and ascertained to be the Wm. S. No. 1 & 2d. seen whales this season. Our captain went on board of her, and I made one of the



boat's crew who took him there, so remained several hours and these were passed in misery by us in the fore-castle, the crew being nearly all Portuguese. They gave their skipper a bad name, and told us they did not get enough to eat. A carcass of a whale was seen this forenoon and on the supposition that it was a dead whale we ran off for it and found our mistake. This however is not the first time we have been thus deceived this season. One other sail besides the *Amos* has been in sight to day, and early this morning the land was said to be seen to the Northward but as we reached it foggy and rainy since then it has been invisible through the day. It was not made out land to a certainty, this morning but quite probably what was so called was such, as we could have been at no great distance from the American coast. Through the past week we have continued to stand sea watches, generally taking in light sails at night and setting them again in the morning. Another change has taken place in the whaling arrangements this week and the mate now works regularly in his own boat with the 3d. mate to steer him and this will probably continue the remainder of the season. The boat obtained from the *Enterprise*, has been fitted for the 2nd mate, and the 4th mate has had his boat repaired so that he now lowers in her, but as yet, nothing has been accomplished by all these changes.

Solar observations obtained this week have placed us as follows

1st. 24th. Lat.  $38^{\circ}46'N$ . Long.  $143^{\circ}41'W$ . 26th. Lat.  $38^{\circ}09'N$ . Long.  $142^{\circ}28'W$ .

28th. Lat.  $38^{\circ}40'N$ . Long.  $141^{\circ}44'W$ . 22d. 23d. 25th and 28th

no observations were taken.

Saturday, July 5th. 1856. June has passed, another month has opened upon us, and yet we have got no whale. every day is diminishing the chance too. The week just terminating however has been a busy one for us. Commencing on Sunday we had a light S.W. wind, smooth sea, and very pleasant weather to aid us. right whales were plenty, and in the course of the day the 1st and 4th mates lowered twice on one of these occasions the mate succeeded in getting alongside of a whale at which the 3d. mate started both guns hitting him with both, first on the small fin, on the flukes but in consequence of the blubber being slack neither of the guns entered and off went the whale kicking up fiercely. Several other whales were chased but to no purpose. The 2nd mate started a lance into a bone shark, while the boats



were down which set the sport kicking so that the sand was near starving them. I remained on board the bark on this and the two succeeding days in consequence of a slight indisposition and thus lost considerable of the fun in the boats but it was a loss which I did not much regret. Late on Sunday afternoon, two right whales were seen off the ice beam coming directly towards the bark they discovered nothing until within two ships length of us and while they were coming, the 2nd mate got ready and lowered as soon as possible pulled directly for the whales and came up with them just as they crossed the bark's bow not more than two ships length distant from her, then suddenly discovering their predicament they made some awful plunges, and just succeeded in making their escape after which they started up to windward at a rapid rate, but at instant later would have sufficed for getting an iron in them. On Sunday the coast of Russian America was in sight bearing from N N W to N E. by compass. it was the coast at the base of Mt. St. Elias and was seen clearly, the Mt. not distinguished in consequence of the haze which covered the horizon in that direction. Same day saw two ships, both sailing. Monday, at 9 A.M. several right whales were seen by the foremast hands and our watch was put then out as were terribly alarmed lest we should lose a watch below in lowering for them but the officers happened to see nothing of them and as some of the foremast hands felt disposed to make them, we of the deck board watch lay undisturbed until 5 P.M. In this interim the starboard watch found a lead whale and ran down to him but he was pronounced no good by the skipper having been dead too long, and therefore he was not taken along side. The 2nd mate lowered and cut an iron out of him, which was marked S G. K. and we therefore supposed that the boats of the ship Good Return of New Bedford had been fast to the whale he had killed considerably, and the 2nd mate said the bone had all dropped from his mouth. Still some thought it would be profitable to take him along side, notwithstanding they were at the same time glad he did not. One iron was left in him sticking in the upper part of the carcass and so high out of water that the 2nd mate did not cut it out. On Monday forenoon the three boats were lowered twice and several right whales were chased but none fastened to. The mate came very near striking, but a miss is as good as a mile. In the afternoon the boats were lowered twice upon all three going down at the same time, 1st and 2nd mates only. But no success was met with on either occasion. Same day saw two ships one of them sailing and land on what looked like it



was also seen occasionally, to the Northward. But soon the main  
 topail and but a gentle in its stead, weather same as on the pre-  
 ceding day. Thursday light breeze from E. which at night hauled  
 to E. breezed up and was accompanied by a considerable fall from  
 about 10 to 12 miles weather through the day, and plenty of right  
 whale in sight. In the forenoon several right whales were  
 seen to breach and at the same time they lay off in the beam breeding,  
 about 40 or 50 miles from us. This was the first time I ever saw  
 a right whale breach, and certainly it is a grand sight to see the  
 enormous body of such a monster shoot up out of the water al-  
 most entirely as these did, then come down with a splash which  
 makes the water fly in all directions. But admiration soon gave  
 place to action and three boats were started off in pursuit of  
 them. But after a considerable chase, the boats all returned un-  
 successful. The mate however narrowly escaped getting fast, ac-  
 cording to the story of the boat crew who say that they were pulling  
 for a whole head and head. But the whale discovered them just be-  
 fore the boat reached him and being somewhat startled by their  
 covering, he settled his body down, and stuck his head out of water.  
 within dart, as the crew say, but the 3d. mate did not dart at him.  
 for some reason or other, perhaps thought he was too far off. In the  
 afternoon three boats lowered again for another lot. And the 4th.  
 mate hurried one pretty string. But no one got fast several of the  
 were chased and one of them a large fellow passed close by the  
 bark with the mate in chase. A little way astern of us became very  
 near getting on to the whale, but gall, in the attempt  
 the boat's crew then set up a hurrid getting legally him still more  
 and for the first time, I saw this method succeed to a charm. The  
 whale more completely fuddled than that one was, he  
 breached nearly clear of the water, rolled fin out, flukes out,  
 head out, and worked himself about in all directions.  
 From the bark it appeared as though the mate might have reach-  
 ed him easily, if he had felt disposed, but I consider it more  
 advisable to give a right whale a wide berth, when he is acting  
 as this one was and so, probably did the mate think, at least  
 he did not get fast to him. When the whale came to his  
 senses he kicked no more, but started to windward with a  
 rush. Same afternoon passed a dead whale, which was said  
 to be the same one seen on Monday morning. Tuesday night  
 the breeze brought us down to double reefed topails. Wednes-  
 day morning the breeze of the preceding night had subsided.  
 The rain also ceased falling, and we had fine weather



nearly all day. On the 2nd, again, took my place on the water but  
 Right whales were numerous all day. Three boats lowered and worked  
 about four hours. The same whale saw boat keeping the lead for some  
 time, and hurrying him sharp occasionally, without galling him.  
 at last the 2nd male got a chance at him and head and tail  
 started for him. the 4th. male was at the same time pulling for  
 the whale with an off and on chance, and we felt almost certain  
 that the fish was about to be struck, but in some manner he man-  
 aged to make his escape with a whole skin, although he had no time  
 to spare. We then gave up the chase and returned on board. At half  
 past five P.M. lowered three boats again for three whales that were  
 together to leeward of us and the 4th. male getting the chance went  
 in amongst them with sail and paddles. In view of this time  
 a short distance astern of him and lay watching the move, saw the  
 boatsteerer start flukes and give the water an almost very side  
 of the boat and gazed in breathless expectation of seeing the boat  
 smashed to atoms. But the flukes and give disappeared without  
 making much disturbance, and we then observed that the 4th. male  
 was not fast, pulling up to him, ascertained from the boatsteerer  
 that when he first got up, the whale threat lay at the head of the  
 boat and then he might have easily gotten at but fearing that  
 the whale might do serious damage to the crew, he held his  
 fire until the first mentioned whale drew along by the boat  
 and when he was clear of him he started. But the whale was then  
 so far off that the iron merely pricked him. All three whales  
 then started to windward, and the boats returned on board. Noth-  
 ing was said to the boatsteerer in regard to this whale. The land  
 was in sight all day Wednesday, and at sunset (9 P.M.) could  
 be seen distinctly, distant about 10 miles. Apparently,  
 lying out along to the Northward of us, and bearing from E.N.E.  
 to N.N.W. It was all very high land and covered with snow.  
 But farther inland Mt. St. Elias reared his lofty head far above  
 the rest, bearing N.N.W. by compass from us. The whole mountain,  
 from the horizon to the summit, was very distinctly seen and  
 presented an imposing and sublime spectacle. Same day saw two  
 sails. Thursday light breeze S. and pleasant. Land in sight  
 in the morning, bearing from N.E. to N.W. Mt. St. Elias distinct-  
 ly visible to the N. of us before 10 clock A.M. raised again a  
 hump back and such like hollows, and by closely watching this  
 at a couple of right whales were at length discovered amongst  
 the crowd, and for these three boats were lowered but after a short  
 chase, we again returned to the boat having observed no further.



In the afternoon, three boats again were lowered for three right whales in again. But we met with the same success as previously. Other right whales were seen for which we did not lower. Two vessels were also in sight all day, one of which was observed to be cutting in a whale and as she was at no great distance from us. At night the captain went on board her finding it to be the bark *Cleone* of New Bedford and from her was ascertained that the other vessel in sight was the ship *Hibernia* of New Bedford. The *Cleone* had taken three whales since we first saw her, and now had five altogether this season. Our captain remained on board of her until half past eleven P.M. then came home, about the same time they commenced boiling on board the *Cleone*. Yesterday (Friday), we spent our 38<sup>th</sup> & 4<sup>th</sup> of July at sea. The day was a beautiful one, but no patriotic demonstration celebrated it; it passed as other days pass but still we could not ~~forget~~ a slight touch of home sickness when we thought what it was, and how the folks at home must be enjoying themselves. A light breeze from the Westward prevailed all day, and in the morning at 4 o'clock our watch were roused out to lower for a right whale which we chased unsuccessfully for two hours then returned on board. Several more right whales were seen through the day, but they were all going so fast that it was considered useless to lower for them. The *Hibernia* and *Cleone* were in sight the latter boiling, and at 8 P.M. spoke and gunned with her. The most particular thing we had to remember the 4<sup>th</sup> of July 1856 by, is a glass of grog all round which the skipper gave us yesterday, but this was not sufficient to raise much of an excitement. In the evening passed the same dead whale we had seen twice before and which was recovered by the iron into him. To day (5<sup>th</sup>), light breeze from N.W. The land was seen dimly once or twice through the haze, the mountain invisible but the land seen as near it. The *Hibernia* and the *Cleone* were also in sight, the latter boiling. Two or three right whales passed us all going quick at N. P.M. we lowered for one the first and only time to day, but none of the boats succeeded in getting near him. All the whales we have seen lately seem to be travelling off rapidly, which is bad for those who are "fishy", but here it just suits. The first of the week the whales acted altogether different, all that we passed would not be driven off but after being galled they would soon get quiet again and thus keep us chasing them continually. This chase is miserable when they are once galled & like



to see them, shot off to seaward so as to exclude all ideas of pursuit. The weather during the first week was then excellent for whaling, we have generally had a calm during the night time and light breezes through the day. This I suppose is owing to our proximity to the land. ~~Some observations~~ have been quite frequently obtained this week and from these the following latitudes and longitudes have been deduced, viz. on

June 29th. Lat.  $59^{\circ}12'N$  Long.  $141^{\circ}09'W$ . July 1st. Lat.  $58^{\circ}45'N$  Long. not obtained  
 July 2d. Lat.  $58^{\circ}51'N$  Long.  $141^{\circ}38'W$ ; 3d. Lat.  $58^{\circ}35'N$  Long.  $141^{\circ}44'W$   
 4th. Lat.  $59^{\circ}06'N$  Long.  $141^{\circ}25'W$ ; 5th. Lat.  $58^{\circ}29'N$  Long.  $141^{\circ}30'W$ .  
 June 30th. Lat. and Long. not obtained!

Saturday, July 12th. 1846. In the week ending with this date, we have had much rugged weather, and done but little whaling, so were in some respects the first of the week but had no better success than usual. On Sunday last, the breeze was light from S.W. and the weather pleasant. Saw Spent's sulphur bottoms and grampuses but right whales kept them some way off. The *Hibernia* was in sight all day and in the evening Capt. [unclear] came on board from her reporting himself with his whaler this season. Mr. *Hibernia* is the same one that lay in [unclear] on [unclear] when he first arrived there. Towards night on Sunday the Russian American coast became visible, extending all along to the Northward of us bearing from W. to E. and in the latter direction merging into a fog bank. Thick clouds and fog shrouded the higher portions of the land so that Mt. St. Elias could not be seen. Forcas, when we were nearest to it, appeared to be a point 15 miles distant and at this time, the mate, who had the glass, avowed that he could see the surf rolling in on a smooth sandy beach, above which large trees were growing, but this was probably all imagination. Monday, fresh breeze from S.W. and a pretty rough sea running. Saw several right whales most of them going pretty quick but in the course of the day saw and three boats, twice once in the forenoon and once in the afternoon. In the forenoon we were after a couple of whales that were together and these two we chased off to leeward some distance gaining pretty far on them until finally they came up close under our lee, and having milked them sound, they were heading direct for us. Two other boats stood and heard chance and finally shot the first, the boat was immediately off for the whales like a [unclear] horse, everyone in perfect certainty of striking, but



just before we reached them. The one for which we were steering  
 settled the boat was immediately layed up for the other, but the  
 1st. had taken the hint, and sticking up his head and giving a  
 flourish with his tail, down he went at the same instant we  
 passed by him just out of dart; the 3d. mate darted at his  
 small, however, as the boat went whizzing past him, but the  
 iron did not reach the mark. The next time these two whales  
 came up, they were far to windward of us, and rapidly increasing  
 their distance. We then started for the bark but in our way an  
 other whale was discovered and we had to try him, a full before  
 going on board, but all our efforts were vain. In the afternoon  
 we went down after a right whale which had been discovered  
 in amongst a gam of sulphur bottoms, but this fellow was going  
 so fast to the windward that no one got near him. Our boat then  
 got in chase of the sulphur bottoms, not with the intention of striking  
 one but merely to make him hunt, if a lance could be got into the  
 This the mate at length succeeded in accomplishing as we  
 made out to get within dart of one, and the lance was put into  
 him its whole length, well forward, which made him squirm a  
 little. This, I believe was the biggest fish of any description  
 that I ever saw. He drew his long body slowly by the boat, so that  
 we all had a good view of him. These fish seldom show their  
 flukes above water, but this fellow raised his out quite sau-  
 cily, very near the boat, too, when the lance entered him. We  
 chased them around a few moments longer, getting quite near to  
 some but not darting into any more; one of them got in ahead of  
 us once, and to get out of his way we were obliged to stern some  
 distance. The mate disliking to dart at the whale for fear that  
 he might do us some accidental damage, finally the whale  
 got started off to windward, and we came on board. The  
 Hibernia was in sight to leeward of us on this day. Tuesday  
 light breeze from the southward, and right whales in sight all  
 day. In the forenoon three boats went down and we chased again  
 at three, to one of which the 4th. mate got quite near, but nobody  
 got fast. In the afternoon lowered three boats again, for the  
 more crowds, and once the 2nd. mate came very near striking  
 but after that the whales kept as good a run of us as we did  
 of them and kept circulating around the boats as long as  
 we chased them. 2nd. mate said he saw an iron with a line  
 attached to it, in one of these whales. In the afternoon a ship  
 thought to be cutted in a whale, was raised. On Tuesday  
 night the wind hauled to the E. S. E. blowing fresh, and



on Wednesday morning hauling to N.E. the wind increased so that at noon we were lying to in a fresh gale under close reefed on main top sail, main spritsail and fore topmast stay sail, heading E.S.E. The ship seen on Tuesday was also in sight on Wednesday, still hauling which corroborated the supposition that she was cutting in a whale. In the forenoon we exchanged signals with her, but could make nothing of the one she displayed; it appeared to be a private signal with another in it. Finbacks were numerous on Wednesday and in the morning four or five right whales were seen, but it was so rough that we did not lower the boat for them. Weather foggy and rainy all day. Thursday, moderate gale from S. in the afternoon, the wind having subsided a little, made sail to double reefed topsails and fore sail. A ship boiling was in sight then and running off and speaking her she was ascertained to be the Java of Fair Haven, with 40 whales this season. Saw also several finbacks. Thursday night the wind increased, hauled to the Eastward, then to N.E. and yesterday morning a heavy gale was blowing from the latter direction, ship lying to under close reefed on main top sail again. at noon the gale was at its height and from this time the wind subsided gradually until night when there was only a light breeze from S. we then set double reefed main top sail and fore sail. A ship was in sight of us all day notwithstanding the foggy and rainy weather. We were heading on different tack all through this day, and standing quarter boats, - the time for the sailors. To day, (Saturday), we have had a fresh and gradually increasing breeze from W.S.W. accompanied by pleasant weather. with this we were this forenoon steering N.E. but in the afternoon hauled up to N.N.E. ship under all running sail, even to the fore top gallant sail which is generally seen furled. At night sail was taken in to double reefed topsails, courses hauled up and at the present time we are lying to the wind on the Starboard tack and standing quarter boats. Breeze strong from W.S.W. Saw quite a number of finbacks and two ships in the course of the day. The prospect for catching a whale this season is darkening very. The prospect have to get him soon if we get him at all. The weather seems to have commenced already. there is time enough for us yet, but the better part of the season has now passed.

The observations of this week, have given us the following positions.

July 7th. Lat.  $54^{\circ}07'N$  Long.  $142^{\circ}43'W$ ; 8th. Lat.  $58^{\circ}49'N$  Long.  $142^{\circ}35'W$ .

11th. Lat.  $58^{\circ}15'N$  Long.  $144^{\circ}18'W$ ; 12th. Lat.  $58^{\circ}14'N$  Long.  $145^{\circ}30'W$ .

6th, 9th, and 10th. no observations were obtained.



Saturday, July 14th. 1850 This week commenced rather unpropitiously for whaling. The breeze which at the last entry was blowing from the N.E., that night increased to quite a gale and kicked up a heavy swell so that on Sunday morning last, we were lying to under a double reefed main topsail and foresail. Wind still from N. S. W. Through the night of Sunday, we were heading to N. N. W. and Sunday morning raised the American coast to the N. W. and we were backed ship and stood to the southward the remainder of the day, carrying double reefed topsails and foresail. Saw finbacks but no right whales. At night took in the foretopsail again and set quarter catches. Monday, fresh breeze from E. S. E. ship steering N. S. W. under all sail; saw nothing but Sulphur bottoms. Tuesday, light breeze from the E. ship steering N. W. under all standing sail. Sulphur bottoms finbacks and porpoises were seen through the day. Wednesday fresh breeze from N. E. steering to N. W. In the morning raised a bark to leeward, and at 11 A.M. speaking her, she was ascertained to be the *Neva* of Greenport, with four whalers this season. Steam was immediately struck up, and among the crew who took the mate on board the *Neva*, was myself. We had an excellent gam although there were but three or four Americans in the forecabin. but these were first rate fellows. and the steward who was a perfect "bumper" done his part to entertain us. The "licker" was pressed around several times, and for a supper we had all the delicacies on the cabin table, these being furnished by the steward. at 8 P.M. the gam terminated. The *Neva* had seen nothing for several days previous and as she had just come from the N. W. and it was therefore useless for us to proceed any farther in that direction, and therefore we steered off E. S. E. accompanied by the *Neva*. Thursday, light breeze from the N. W. and pleasant weather as usual. Ship steering N. E. by N. under all sail. The *Neva* in sight of us all day, steering in the same direction that we were. In the afternoon sent a new foretopsail, and while employed doing this two right whales were raised. Both going to windward so fast that no boats were lowered for them. At night took in the night sail and came to the wind. Yesterday (Friday) fresh breeze from S. W. and pleasant weather, ship steering to the N. E. under all sail. Saw plenty of humpbacks and Sulphur bottoms, and also in the forenoon a couple of right whales. The latter going to windward rapidly in consequence of which the boats were not lowered for them. Took in sail at night, and came to the wind again. This morning (Saturday) at 8 o'clock A.M. made all sail and steered off N. E. Breeze light from



W.S.W. At 11 A.M. raised the right whale, came to and round  
 at the peak of the mountain. But they were travelling too rapidly for us to get  
 near them, and ascertaining this, returned on board. At this time  
 a bark was in sight some miles to windward and standing down towards  
 us for some time. Seeing this, we layed to back until she reached us at 1 P.M.  
 and proved to be the "Vaca". The ship spoke her and commenced a rain  
 which continued until ten o'clock this evening. Another ship has been in  
 sight to day about 10 miles to windward from the river was the "Ureca" of the  
 Latford. She is so told us that she has been out for some time but has not seen  
 right whales since we spoke her, saved none, got all her boats stolen and two  
 men for the back. Since we first met with her she has not lowered their  
 boats for any during this time, as the whales they saw were going fast.  
 This seems to be the case with all of them, or at least as many as we  
 have seen, and the probability that we shall not catch one, has now  
 amounted to almost certainty. But the alarm signal on the  
 head is not very loud. This evening sail was taken in, and at present  
 we are in the wind. The weather of the past week has been very pleasant  
 and if right whales had been plenty around us, we should not have had a busy time  
 of it. But as it now is, the sailors have been laying back about the  
 week, with some exception to keep them down, but there has  
 been no question as to their count, as they stand at out like bricks and  
 so on as the ship's keep very far from us as all feel contented but  
 for the moment get a change from again. The time that we  
 shall have the ground is a very long. Looked forward to. The sea-  
 son is not occupied by several weeks but as the skipper is going to  
 land to some whaling ground we shall probably leave this day.  
 and the sooner the better it is, for well thin. It is certain it will  
 have been better for us if we had stayed away altogether and gone  
 the sooner it will be as was the intention. When we left the L.A. which  
 islands last night but not they must tempt the time in the dark  
 again, and they are getting well paid for their duty in so doing. The  
 trial last season should have sufficed.

From the observations of the past week the latitudes and  
 longitudes deduced were the following.

15th Lat.  $58^{\circ} 18' N.$  Long.  $142^{\circ} 40' W.$  16th Lat.  $57^{\circ} 18' N.$  Long.  $142^{\circ} 20' W.$   
 16th Lat.  $58^{\circ} 11' N.$  Long. not obtained 17th Lat.  $58^{\circ} 31' N.$  Long.  $141^{\circ} 37' W.$   
 18th Lat.  $58^{\circ} 55' N.$  Long. not obtained 19th Lat.  $58^{\circ} 55' N.$  Long.  $141^{\circ} 44' W.$   
 14th. No observations were obtained.



Saturday, July 28th. 1856. Much bad weather has prevailed during the past week. But we have managed to weather it with no incised damage, and now find ourselves in the harbor for it. Mr. Smith, the young man from the Harbor and the weather pleasant, we were steering S. by E. under full sail that the several stubs, Humphreys and spars composed the specimens in the forenoon. That were visible through the air. The Lk. Vm. of Greenport was in sight that forenoon, but as we were on different tracks she was soon out of our sight. At night look in light and the usual came to the wind bearing S. by W. and lay through the night. Monday, blew light from the South-east and weather here. Ship came upon with looks. Saw nothing but sulphur bottoms. Tuesday, commenced with a fresh breeze from S.E. which gradually died and increased until it blew moderate gale from E. we were steering S. by E. until the wind became too strong then bore to under double reefed main topsail and foresail. One of the boatstoppers caught a fish seal on this day striking him with a cannon. There animals are frequently seen about the ship but this is the only one we have ever caught. He was a little fellow about three and a half feet in length, with a head bearing a great resemblance to that of a dog and teeth also similar to a dog's. His propelling power consisted of two side fins forward similar to those of a whale and two flippers like those of a turtle behind as also about an inch of tail, which might or might not have been used for locomotive purposes. The poor little fellow was a long time dying and looked so pitiful the while, that it seemed a piece of cruelty to deprive him of life. The hide was covered with long fine hair, which renders it a valuable article. Tuesday night the wind was fresh from the north and quarter watches were stood, at about two o'clock that eight eight bells were struck in a very mysterious manner. The two boats crew had the catch on deck at that time and some of them say that although they were looking directly at the bell while it was striking, yet they saw nothing or nobody to strike it. This circumstance caused considerable excitement on the following day and no one could account for the striking of the bell but it was most likely a piece of devilry perpetrated by the skipper or some one of the crew. On Wednesday the wind from the South-west had increased to a strong gale and all that day and night continued to blow heavy in squalls, accompanied also by fog and rain which made very disagreeable weather, but the bark was borne to under a close reefed main topsail, main spencer and fore topsails, sail being to the Eastward, taking things



comfortably and standing under the fore and main sails. The wind shifted to the Westward and blew strong from the forenoon, but in the afternoon moderated so that the fore and main sails were set at the main, and under this and the fore sail, which was set at the night. Yesterday we had a strong breeze from the Westward all day in the morning the gale which had blown previously, had moderated and we made sail to whole topsails, courses, jib and spritsail and through the day were steering to the S. S. W. and S. W. Saw several fin backs. Today (Saturday), strong breezes from S. W. and S. S. W. ship heading on the wind to the Westward. On the forenoon came down to double reefed topsails and fore sail and under this sail we still remain. The weather today has been somewhat foggy and a rough sea has been running just such weather as we like to see that is the sailors, boats crew or quarters mistake in all the bad weather and nothing to do, certainly nothing could be more agreeable. Not a single right whale has greeted our vision during the whole of the past week. We have at length got out of them altogether it seems as nearly all but the skipper thought we would be coming in there for this is the section we visited toward the better part of last season and found nothing but fin backs and surging whales. It is getting so late in the season now that we don't think we shall get before whales are very few. Again the beds of them are now probably some distance to the Northward of us and most likely the greater part of the fleet is up amongst them as for some time long back as have seen but very few ships. However I sincerely hope we may succeed as well as we have done before and be better and are the day soon arrive that will witness our departure from Foully's whaling ground. Our situations during the past week whenever they were obtained, were found to be the following viz on July 20th in Lat.  $58^{\circ}39'N$  Long not obtained. 22d. Lat.  $58^{\circ}32'N$  Long not obtained. 24th. Lat.  $58^{\circ}48'N$  Long.  $142^{\circ}07'W$ ; 25th. Lat.  $58^{\circ}31'N$  Long not obtained. 26th. Lat.  $58^{\circ}N$  Long not obtained. On the 21st and 22d. no observations were taken.

Saturday, August 2nd. 1856. The present state finds us still cruising about in Foully's quite as successful in all our endeavors as we have previously been. The breeze which was with us at the last entry continued all the day and although it freshened considerably we kept double reefed topsails and fore sail in the forenoon. In the afternoon the wind shifted continued from the same direction but increased and at 4 o'clock a fair wind came on deck at 5 A.M. we gave all hands a day



to, under a close reefed main topsail main spencer and fore topmast  
sails and a strong gale from S. which to make things more disagreeable  
was accompanied by a drizzling rain. We were heading off to the N.W.  
and all the time the skipper was more serious in his attention to the  
ship's business than ever. The rain has been abundant. All day Monday  
the gale continued to blow heavy and before night a heavy snow  
fall. On Tuesday morning the gale had abated and with a strong  
wind we made sail and through the day were beating up to  
the windward, nothing unusual taking place. Wednesday was a  
fresh from N. but it might have had been a storm. The weather was  
calm and in the forenoon it was that the fore topmast was doubled  
but in the afternoon it was again pleasant. Thursday a fresh day.  
This day and yesterday, calm and light breezes from N. and S.W.  
prevailed and the sea was smooth. In some places we were steering  
S. and S.W. during the time whenever the wind permitted. Today  
(Saturday) fresh breeze from N. and a thick fog came all day. This  
morning we started for the coast after having tried for several  
days in vain to get a fair wind for its direction. And at present we  
are steering E. by N. under all drawing sail. What this sudden change  
is for we know but the skipper says he probably has seen some of the  
whales of that direction. Where we have been hunting all sorts of  
animal life seems to have been exterminated, not even the fin back  
and sulphur bottom which are so numerous in some places, and  
ships are equally as scarce. Every day is diminishing our chance and as  
the weather where there is little probability of seeing any more right  
whales this season. There is now considerable talk of leaving the ground  
for the islands and we understand that unless we hit what we are soon  
discovered it is the skipper's intention to take his departure.

The following latitudes and longitudes have been obtained this week.

July 27th. Lat.  $56^{\circ}07'N$ . Long. Lat.  $55^{\circ}24'N$ . 21st Lat.  $55^{\circ}5'N$ . Long.  $147^{\circ}40'$

Aug. 1st. Lat.  $54^{\circ}48'N$ . Aug. 2nd. Lat.  $53^{\circ}17'N$ . Long.  $147^{\circ}11'W$ .

No observations were taken on July 28th. and 29th.

Saturday August 9th. 1856. Another  
day and a strong wind blowing from the N.W. While we remain  
there for the last entry nothing at all to be regretted or condi-  
tion has accomplished. Sunday the wind from N. was strong and  
and a heavy fog prevailed steering E. by N. all day under all sail.  
Nothing seen to interest us. Monday was the day on which the faint  
shadow of hope vanished from the captain's brow. and therefore  
the ship was put under the N.E. and we commenced the passing



to the Sandwich Islands none feeling disposed to stop on Good Friday any longer. For a day or two after he started the breeze continued fresh and blowing from N. N. W. and S. N. W. ship steering S. E. & S. S. E. & S. by E. and during this time under all sail. On Wednesday the mainmast was sent to the mast and set. After the North winds left the ship sailed from various directions with frequent calms set in and have continued up to the present time. With these we have been working to the Southward as far as possible. But our progress has been slow. Late specimens of mineral oil in the present time have been seen much more plentiful than they were last year. Backs have been seen several times and yesterday quite a number of all by mistake. A right whale was discovered out far from the ship and the boats were lowered for him. But somehow the long line disappeared before any one could get near him. He was seen all the while. But two resins were seen and one of them although he did not seem to be a right whale. Then he was first seen. He was most likely, a long way out of his reckoning, and then here was making haste to join a companion. Just at dark last night a school of fish were observed from the masthead which were breaching. and some were supposed to have been sperm whales but as there were seen but one in consequence of the darkness. they were not certain. I made out the latitude was rather far North for sperm whales, but they have sometimes strayed so far from home and there might possibly have been a few of the species. Since our departure from Good Friday we have been employed in the rigging and doing other warm weather jobs. not going in very strong, as we are not quite far enough South yet for this business, but next week will probably be in the rigging and plenty of business will then be found for a while.

Thus our whaling season North has at length expired and we are bound off without having taken a whale in the whole time. What can be the matter there is evidently something wrong about it. as the whales the blame be attached? we have seen plenty of whales. there is no cause for complaint in this respect. It is a matter has been said to be with them. But still we are going back from where three months have been passed in no better circumstances than when we left the islands in the spring. And this is just the day we were to go. the ship frame being so. The commencement to the end of the season there is no more to be said. Better fortune, no one felt interested in the voyage when the correct state of things were known. The shipper showed the information and the sailors watched all the moves, knew when to put out what kind of a stroke to take, and at last it was found out just as the greater part of the crew have been wishing it might be long. And now that all are satisfied, everything goes on smoothly, we have no fear of right whales causing us any further trouble this season, and the



thing most desirable to be accomplished at present, is to reach the Sandwich Islands as soon as possible. From the observations that have been taken this week the latitude and longitude to day were as follows, viz:

1st. Lat.  $14^{\circ}30'N$ ; 4th. Lat.  $52^{\circ}05'N$  Long.  $140^{\circ}08'W$ .  
 5th. Lat.  $3^{\circ}55'N$  Long. not obtained. 6th. Lat.  $48^{\circ}N$  Long. not obtained.  
 7th. Lat.  $46^{\circ}11'N$  Long. not obtained. 8th. Lat.  $43^{\circ}03'N$  Long.  $139^{\circ}40'W$ .  
 9th. Lat.  $44^{\circ}29'N$  Long. not obtained.

Saturday, August 16th. 1856. During the past week we have made but very little progress, in consequence of light winds and frequent calms. The breezes which we have had have generally been favorable although blowing from different directions at different times. Courses steered through the week have been N. by E., S. and S. by E. all drawing sail but the whole time and weather very pleasant all the week with the exception of a light rain squall which came over us last night, and this is the only rain that has fallen since we commenced the passage. The sailors have been pretty busily engaged as was expected in fitting up the rigging repairing the damages of the season mending up old sails for lower weather use and numerous other little duties about the ship. Whales have kept out of our sight this week but porpoises and skip jacks have been around frequently. And once our watch were raised out from below to look for a shoal of fish which had been raised and pronounced to be blackfish but before the boats were cleared away the fish were discovered to be killers and therefore no watch below was lost that time. Nothing of a very exciting nature has come under our observation through the week. The sailors have all been too busily engaged to kick up any disturbance on board, and the boats have not been called into requisition therefore the course at times goes smoothly along and we are left to anticipate our arrival at Tahiti which will probably take place some time before many of the English whalers think of leaving the sheltering ground. It would be very desirable to have light weather for a while which would retard our progress so that we were not have to spend the time at Tahiti all alone. Being at sea is almost as agreeable as that. The following are our observations through the week.

10th. Lat.  $41^{\circ}37'N$  Long.  $140^{\circ}56'W$ .  
 11th. Lat.  $40^{\circ}28'N$  Long. not obtained. 12th. Lat.  $39^{\circ}54'N$  Long.  $141^{\circ}15'W$ .  
 13th. Lat.  $39^{\circ}11'N$  Long. not obtained. 14th. Lat.  $37^{\circ}33'N$  Long.  $141^{\circ}25'W$ .  
 15th. Lat.  $36^{\circ}28'N$  Long.  $141^{\circ}42'W$ . No observations were taken on the 16th.



Saturday, August 23d. 1856. All of this week we have had strong breezes. Sometimes in squalls and the weather presented some aspect of that in the trade winds, and there is no doubt possibly have been the trade, but then we took them much better to the Northward than we have ever seen them before from this latitude nearly 30° N. Lat. In a day or two after these winds shifted to E. and from that time up to the present, they have varied from E. to N.N.E. the weather being pleasant all the while and similar to that usually seen in the trade. We have been steering S. by W. and S.W. by S. all the time with sail set according to the firmness of the breeze, but nothing more than the light sail has required handling. The sailors have been busy at the old and always unfinished job of fitting rigging and other items of ship's duty but there has been no great press of business, just enough to keep the crew in employment. The mussel diggers which we caught in Magdalena Bay, even now seem disinclined to rest quietly. In the great hold there is a fish to be seen discovered at liberty in the lower hold, having in some manner escaped from the casks. But whether by leaking or sweating is unknown. On the latter supposition we "wet hold" then at times to keep the fish cool. In the breezes which we have been having all the week our gallant bark has been doing her best. A storm has been set up and in action for some lately and this being some even catch frequent, shows us that we are going at the rate of eight knots per hour and at this rate does this she make while beating to windward her course and tracks she will in some time. On such occasions a clipper of the present day would leave her out of sight in a short while. She has made about 28 good runs this week as she ever did. Nothing of an unusual nature has taken place this week so far as we have been seen. And we have been allowed to proceed on our journey uninterruptedly and to think of the lone some time we shall probably have to spend at Liberia with no companions to join or what some tedious lay on shore. All this is very probable. But there is still some chance of finding some good whale in there and if so he is to be pulled in. It is full moon in there with half a dozen companions.

The situations of the bark during the past week, have been obtained every day and here as follows.

Aug 18th Lat. 34° 44' N. Long. 145° 11' W. 18th Lat. 32° 20' N. Long. 144° 30' W.

19th Lat. 30° 34' N. Long. 141° 15' W. 20th Lat. 28° 54' N. Long. 147° 04' W.

21st Lat. 27° N. Long. 144° 32' W. 22d Lat. 26° 20' N. Long. 139° 14' W.

23d Lat. 28° 20' N. Long. 138° 34' W.



Monday August 25th. 1856. Once more the

blue hills of Maui meet our vision and once more we are quietly riding  
 it anchor on the bosom of the still waters at their base. But the  
 same which has made our passage so pleasant for the first  
 time here, the same we have arrived at the port of Lahaina and  
 therefore we have entered this time without anticipating any new  
 sight or other remarkable things. But first for the late things  
 outside. Yesterday we continued to run S.S.W. all day the breeze  
 blowing fresh from the Westward and the weather being fine  
 and clear. Just past noon about 12 M. until night the land was  
 not visible, but occasionally, but it was very little visible.  
 At last it came and it must have been either Waialeale or Oahu, probably  
 the latter as it was off to the Southward of us. At eight o'clock the  
 evening we came to the wind with the head gear to back thinking  
 it inadvisable to run any farther, as our exact position was not known.  
 We layed aback all night under short sail and had very disagree-  
 able weather squalls and rain frequently passing as it usually  
 does in this vicinity. This morning the island of Maui was  
 in sight bearing N.W. and 4 or 5 miles distant. At noon we  
 also saw Kure to the Eastward. We then made sail and squared  
 away to the Westward, before noon Makai was raised showing the  
 Lanai Cove in sight and not long after this was discovered we entered  
 the Paila passage the anchor was then got up. Boats were hauled  
 up and everything got ready for coming to anchor. The boats  
 were blown down the passage and rapidly the shores of  
 Maui were passed the bark being gradually turned up to the South-  
 ward as we advanced. While steering along in this manner a singular  
 phenomenon was witnessed on the beach. There was a caltrop on  
 shore, only for the water sand was substituted and it was rather  
 a sand spout than a caltrop. This was caused by some flock  
 of the birds which it excited a whirlwind and this was tra-  
 versing along the beach to the Westward rapidly raising a perpendicular  
 column of sand to the height of several hundred feet apparently.  
 The breeze lasted in this afternoon until we arrived at the anchor-  
 age which was at about 2 P.M. We came to an anchor in a good  
 situation, well to the Southward and near the beach in fifteen  
 fathoms of water. Thus terminated our last cruise. It had  
 been very unproductive now, but a very short one for which  
 at least should be thankful. When we were outside yester-  
 day in the afternoon our Lat. was  $21^{\circ}31'N.$  Long.  $155^{\circ}31'W.$



Since arriving in port we have had some little opportunity to go around the harbor. We are the only whaler in the harbor and the Arab B. looks as though enough to be a schooner. The only vessel of any description that is going round with us. Lacharia looks as usual as ever, we can see no particular change in the harbor and probably it looks the same as ever on shore. The same harbor master that has been in office ever since we came here told us this afternoon as we were out at anchor of the town, was very friendly to the skipper &c. and brought off considerable news respecting our crew as he informed us that our 2nd mate (Mr Bolton) was killed by a whale on Fiddich in 1841. Also some of the crew and he was very much astonished to see the 2nd mate alive and well. This bit of news was brought down from Fiddich by the Lucas Capt in the morning. Arrived at Honolulu after getting up by taking 1/200 lbs. this season on Fiddich, she is the only whaler that has arrived in the Sandwich Islands from the North ahead of us this season. When the harbor master went ashore this afternoon he was accompanied by our skipper and found the captain. The latter was informed that all his friends were absent even to Molokai. Nothing was done but to give the sails &c. after coming to an anchor this afternoon and after supper the mate took a boat crew and went ashore. I felt no disposition to make one of the crew as I felt pretty certain there was nothing much going on. Late this evening the boat returned and the crew brought considerable news respecting our old acquaintance. Things on shore i.e. all of which, in place of more interesting conversation was eagerly listened to. The shore folks were all much surprised at our early arrival.



Lying at anchor in the port of Tahama.

Randwich Islands.

August 1856.



Tuesday, August 30th. 1856 Things have gone along pretty fairly with us since our arrival at Tahama and notwithstanding our lousy condition we have managed to while away the time very pleasantly. Nearly all the work which was to be done in port is now finished; we have taken off two rafts of water this week and stowed it down and varnished and painted ship; nothing else of much importance has been taking place on board and in doing this some of the sailors have hurt themselves. On Wednesday morning the Starboard watch went ashore and spent the day on liberty - but no funds were furnished them by the captain. The watch came off in good order at night - but did the same last night. From their same day at liberty. The Starboard watch took their first liberty on Thursday and to day was our second one ashore; this watch have



conducted themselves quite as before. As did the Starboard watch for  
 indeed they could scarcely do otherwise for beer has been somewhat more  
 scarce than usual as none of the land lords expected a vessel so  
 early. It is pretty dull music ashore but the inhabitants are now begin-  
 ning to revive a little after having lain lethargic all the season.  
 The white population are beginning to arrive from the country  
 and from the Southern part of the island, and the house keepers are en-  
 gaged in fitting up their houses to prepare for the coming season.  
 The beer is already beginning to ferment and although we go ashore  
 without money that is, without receiving any from the skipper, still  
 we meet with a welcome from all and none of us are obliged to "dry".  
 This is generally the case wherever we go, somehow or other the Arabs  
 crew seem to have a peculiar knack of ingratiating themselves into  
 the good will of every body they come across. The Shore folks appear to  
 be having quite merry times amongst themselves whenever we  
 meet with them on shore which we generally do every evening. Uncle  
 Henry is the principal place of resort and thither we go also to hear  
 the music see the dancing drink the beer and participate in all  
 the fun. Third mate (Mr Colton) has left us this week and now lives  
 ashore. The rest of the crew still remain with us, being undecided  
 whether they will leave here, or go further in the bark. They go ashore with  
 the watches on liberty but having no money see them. They receive none.  
 The British wh. stores the 4th. mate last season has obtained his discharge  
 and the 4th. mate also will probably go no further with us. Davis the  
 boatsteerer that was put up North has lately been living ashore at the  
 hospital in the doctor's care. He has not taken his discharge yet, and will  
 not unless it is necessary. The doctor says the collar bone is broken and  
 had it been attended to properly at first it would have caused but  
 little difficulty. Now however the parts are so firmly set, and the ribs  
 so smooth that the bone will be some time in recovering its proper po-  
 sition. The only doctoring which the patient receives is a bandage  
 over the shoulders constantly worn to keep them braced well back.  
 One of our old cruisers has lately appeared to us again, when we last  
 expected to see him. We were going ashore in the evening last night  
 and upon landing on the beach, almost the first one we saw was  
 Moody, who left the bark here in the spring without the permis-  
 sion of any one. We had inquired for him when we first arrived  
 this time, but the only news we could hear of him, was that he had  
 gone down to Oahu when we left in the spring. Moody himself  
 however contradicted this yarn, and gave us the whole history of  
 his adventures after we had sailed told us how he had gone to  
 the American consul before we were fairly out of the harbor and



with difficulty obtained a pass from him then after remaining in Lahaina a short time had gone up to Hawaii on a schooner and after remaining there and enjoying him self all the season while we were miserable on Fodick. He now met with him in Lahaina better off than we ourselves are. He came off from Hawaii in a schooner yesterday and was intending to go down to Oahu in her but finding the crew here he altered his determination let the schooner pass on and came on board with us at night remaining here until this morning when he went ashore with the watch. He is now looking as healthy as a buck but if he had gone North with us he would in all probability have been in a far different state now as the man was certainly unfit to go on Fodick last spring. Ever since leaving us he has got along first rate, as indeed he felt perfectly certain he would at the time. David, the cabin boy, has taken a trip over to Molokai to see his friends and witness the marriage of his sister for which he has arrived just in time.

We have been somewhat disappointed this week at the non-arrival of a companion as we have every day expected to see some one of the Fodick fleet coming around the North point of the island a few days later than this, last year there was quite a crowd of us lying here together from Fodick but the probability that we shall see some of them becomes greater every day. The weather ever since our arrival here has been beautiful, as we have generally had it here neither too hot or too cold for comfort under the awning on the forecabin we generally do away about half the day, and when work is going on there are frequently as many to be found in this same place as there are at the hatchways, or wherever they may be needed. But sailors will be "slogers" occasionally and this is more especially the case at Lahaina for laziness is a general characteristic of all the population on shore, and why should this feeling not prevail in the harbor the same. Next week we shall probably be doing still less than we have accomplished in this.

Saturday, September 6th. 1856.

The present date finds us at Lahaina still and enjoying ourselves quite as agreeably as can be expected under the circumstances. The natives have been ashore alternately on liberty every day but no cash was furnished by the skipper notwithstanding this we have got along just as well as ever. On board the bark we have been doing but very little all the first part of the week scarcely any thing was done but for the last two days has



mess has been a little more driving; yesterday we got off a load of provisions  
 consisting of flour, meat, molasses &c. using a scow to bring them off, and  
 to day another small raft of water was brought on board. The times a  
 shore have been rather more lively this week than they were last as the  
 people are continually flocking in from the country and adjacent isles.  
 The landlords busy making preparations for the approaching season, and al-  
 ready there are quite a number of beer shops in full operation. These of  
 course are visited by our crew as much as ever and the sailors have  
 not kept quite so straight this week as they did last. The liberty day is  
 spent somewhat tediously on shore sometimes, for we have none but our  
 own crew to enjoy ourselves with, some prefer stopping on board to loaf out  
 their liberty until afternoon and then go ashore and spend the evening  
 which is by far the most lively part of the day. On the first of the week a  
 couple of the freemart hands, my humble self making one, resolved to take  
 a tramp out in the country. I see how Nature's handiwork in the suburbs  
 looked and as our third liberty day fell on Monday last, this was the day  
 fixed upon for the excursion. Previous to leaving town we visited the Rev  
 Mr. Bishop, Seamen's Chaplain, on a little business and while there our  
 intended excursion was mentioned. Of course the Rev. was glad to see that  
 we were disposed to pass the day in this manner and told us of a pleasant  
 route up the mountain, back of the town. This route we concluded to  
 take and bidding adieu to the Chaplain, we made a start for the moun-  
 tain and following in with our cooper he accompanied us. On our way we  
 passed by the Calaboose to see a couple of friends in chokes one of whom  
 was Moody who was arrested on the night of the 5th ult. for being without  
 papers. We conversed with them at the gate for a few minutes, and were  
 there informed that the Kanakas would arrest us for runaways if we got  
 too far out of town. But choosing to run the risk of this, after leaving  
 the calaboose we continued on and soon reached the stony commons  
 beyond the borders of the town without any interruption from the natives.  
 Passing this barren tract of land, we followed a trail leading along a  
 small stream which ran down the mountain side watering here  
 and there a bare patch and beside which, at short intervals from each  
 other, stood the huts of some enterprising Kanaka who had prob-  
 ably resorted hither to eat his foe and sleep away the time without  
 being disturbed. For two or three miles we travelled along this stream  
 ascending gradually all the time until we finally reached an eleva-  
 tion beyond the extent of the native habitations. But still we  
 found nothing at all that had been described to us by the Commie  
 and therefore we came to the conclusion that we were travelling  
 up the wrong gulch. North of our ravine was some distance to the  
 Southward of us, and with the determination of taking a back way



that we had commenced, we struck across the mountain side to visit this. To look at the walk which we then laid out for ourselves was a very easy matter, but its performance we found was far more difficult than we had imagined. The country over which we had to travel to reach the ravine was devoid of everything but low dry rocks and stones and through and over them we travelled until shoe leather began to give out and we began to tire. Had the track been a level one the stones would not have been minded so much, but instead of this we were continually travelling almost perpendicularly for as fast as we crossed one little valley another before us would appear, with its same sides so upright that we sometimes had to pick ourselves up in the grass. And these valleys we always found were much larger than we looked to be before we reached them; but finally we reached the last one in which we were travelling and where we expected to see the huts, the fig trees and the prospect spoken of by the chaplain. The first thing we saw upon our arrival here was a most welcome one for we were extremely thirsty, and therefore nothing could have pleased us better just then than the sight of fresh water running through the valley, but as for the huts and the fig trees, they were still invisible. A good view of the sea Lagoon and Taholawe was obtained also, but we were rather too far to the Southward of Lahaina to look down upon it as a party of us did from above Lahaina last spring. The non-discovery of the habitations did not discourage us however, and after refreshing ourselves with a hearty drink of the mountain water we proceeded on up the valley a mile or two farther where the mountain sides rose almost perpendicularly from our feet and finding nothing of what we were in search of we then gave up the search and brought to, and a rest took a fresh water but the some two or three thousand feet above the sea and then took our way down the valley again. It was then not far from noon, we began to feel somewhat of an appetite and at last concluded to go and have a dinner of porridge with the inhabitants of a hut which we had observed on the beach at the same point of land visible from the anchorage. From the beach we had many times noticed a small coco nut grove on this point, and we now determined to visit it. Putting the action to the determination we therefore left the valley and again travelled away from Lahaina over stony ground and hills and hollows for two or three miles until finally we reached the desired locality and instead of a solitary hut we found quite a little village. A number of canoes were off fishing a short distance from the beach and a large drove of cattle were quietly feeding along the beach. Immediately after the house came in sight, we ob-



served a Kanaka emerge from a hut and travel towards the upper end of  
 the village as if he were a messenger and him we intercepted, as one likely to sup-  
 ply us with the necessities of life. He readily promised to furnish us  
 with yam, and asked us to follow him up to his house, with which request  
 we complied and while walking with him I was honored by the shade of  
 the umbrella which he carried although his dress contrasted strangely  
 with this luxury for he had nothing on but a hat and shirt. We how-  
 ever followed him along unsuspecting that while we were in the house of such  
 an obliging man we should be made to sit at one of the huts and supping thus  
 was his own we stopped also expecting to get a good deal of yam at least.  
 he waited but no yam appeared, a small meal was brought out for which  
 a quarter was charged and then we eat in place of something more  
 substantial. soon the Kanakas began to gather the canoes having  
 come in from their fishing, our companion washed himself in the  
 brook near by and put on his trousers as if preparing for something and  
 by what was taking place we could easily observe that we were suspicious  
 individuals to the Kanakas. They invited us to go further up the vil-  
 lage with them but understanding the game we declined, and as it  
 was getting late in the day began to think of returning to Lahaina. This  
 we mentioned to them and soon after started down along the beach for the  
 town. we passed through the village unmolested, contrary to our expec-  
 tation and with a smooth road and about five miles of a walk ahead  
 were just congratulating ourselves upon getting out of an awkward pre-  
 dicament, when looking behind we saw eight or ten Kanakas hurrying  
 on after us at a rapid walk and we then concluded that they were  
 bound to bring our motions, thinking we were deserters, and perhaps had  
 resolved to arrest or attempt to arrest us. No attention was however  
 paid to them we walked on as leisurely as before and travelling  
 slowly we were soon overtaken by the whole crowd, but they made no  
 demonstration towards us merely walking alongside or just behind us  
 and blocking their face when they overtook. We now felt perfectly con-  
 fident that they were keeping a lookout for us, but to try them we stopped  
 at a small stream and took a drink on the way, then set down by the  
 water. They stopped also and waited patiently for us to resume our jour-  
 ney. And when we started they followed in the same as before and  
 in this manner we entered Lahaina, where we had thought they would  
 probably leave us when they saw us noway inclined for desertion, but  
 we had made a wrong calculation for they stuck to us like burrs.  
 and as soon as we came to a branch road they tried to persuade  
 us to come that way. But this road branched off towards the fort  
 and therefore we kept on our own course. A few moments after we  
 fell in with a Kanaka who could talk English and then we were stop-



led by our companions who through the interpreter informed us  
 that we must proceed to the calaboose with them. For we had been  
 caught in the act of desertion. Our protestations against such a pro-  
 cedure were all in vain, to the calaboose we must go. Resistance would  
 have been useless for we were where the least disturbance would  
 have called Kanakas enough to eat us to the bone, and there-  
 fore we quietly suffered ourselves to be conducted to the calaboose  
 under escort of the Kanakas who had followed us five miles go-  
 ing on the way we saw several with whom we were acquainted and  
 every body whom we passed gazed at the culprits with eager curiosi-  
 ty what a situation to be sure, for three sensitive young men to  
 be placed in but as for myself I made out to keep composed.  
 When near the calaboose we came head and head on to the mate  
 and wishing to inform him of our circumstances I held up  
 a moment, when the Kanaka who had chaperoned us around  
 the village endeavored to prevent any communication between  
 myself and the mate. But I stopped and told the mate how we  
 were situated and requested him to inform the Captain respect-  
 ing us which he promised to do, and then we all entered the prison  
 Gate and became prisoners in reality, but within the white washed  
 walls of the Lahaina calaboose we were not destined to undergo  
 much hardship. The first person who greeted us upon our entrance  
 was Kirby, the Maori who in the morning had warned us not to  
 go too far from town and now he had the laugh on us for our  
 disregarding his advice. Moody was also in there for a fellow pris-  
 oner to us, and with there we had a very sociable time. A dinner  
 of excellent fish and fowl were furnished us by some of the Kanaka  
 prisoners and we made a hearty meal of what we had been look-  
 ing for all day, where we least expected to eat it. We then had  
 a comfortable smoke and layed ourselves out on the green sward  
 in the prison yard to await the issue, and see a little prison  
 life. There were no white men in with us excepting Moody and  
 Kirby, and the rest of the prisoners were about a dozen Kanakas  
 male and female. All had the freedom of the prison yard and  
 mingled promiscuously with each other and if there were  
 about a dozen or twenty good fellows in there, rather they might  
 lead a very pleasant life for some time. The only time the pris-  
 oners, in common cases, are shut up is at night, and then they  
 are put in large wooden cells which are capable of accommo-  
 dating four persons each, and this number is usually placed to-  
 gether when they behave themselves. The cells are entirely unfur-  
 nished but the prisoner is at liberty to furnish it in any man-



over that his funds will allow him to, as he is also free to make any purchases for his private that he can procure, but each person is allowed but one loaf of bread per day as prison fare. No restrictions are placed upon the use of cards or tobacco and any sedate individual could therefore lay back all day with a pipe in his mouth and enjoy himself at a game of euchre as well as though he was comfortably stowed away in a beer house. We continued prisoners for about two hours. And at the expiration of this time the mate and deputy sheriff came up to look into the affair & our arrest, or rather to release us from confinement; we were merely required to give our names to the functionary and then were immediately discharged from custody. The Kanakas who had followed us in, from Unaiu. The village where we were first suspected, were at this time around the calaboose in anxious expectation of getting a few dollars for their trouble, as this was the only motive which had actuated them from the first. But when the big Kanaka with whom we had first met, and who seemed to be captain of the gang asked the sheriff respecting this matter he was told that he could have some until the case was investigated, at least and the Kanaka's under lip suddenly dropped so low that all the front teeth in his lower jaw became visible, poor fellow - to have travelled so far and gone to so much trouble for nothing. The sheriff could give us no information as to what would be the probable settlement of our case but said we might have to appear at court, and if so the issue would depend upon what the Kanakas swore to. The sheriff seemed to be a gentleman notwithstanding we were sailors. Upon leaving the fort we were immediately taken on board the bark by the mate and I for one was glad to find myself safely on board of her once more, for our tramp through the star had been a tiresome one. Our escape from Ahokea was a fortunate one and had it been the members of any other ship's company that were placed in the same circumstances, I think they would have lain in the calaboose one night at least. It seems that our friend the chaplain was also interested in our deliverance for when he came to learn that we were imprisoned I suppose he felt himself somewhat to blame for having advised us respecting the route we should take as we understand that he mounted his horse in hot haste and visited both the skipper and the high sheriff to intercede in our behalf. The skipper also happened to be favorable disposed towards us, and being very intimate with the high sheriff in order for our release was immediately given. We expected to hear more of the matter on the day following our arrival but nothing further has since reached us and therefore suppose that the affair has now entirely blown over. It seems that in going



where we did be were culpable although at the time we did not know it. it has since become manifest that there are certain bounds for liberty men to travel within in but where these limits are we do not know yet; not even the deputy-sheriff could tell us this, although he said he knew that limits were set; and that any native could arrest a foreigner when he was found without the bounds with no pass. This however is but one of the many blind laws of Tahiti. a passed to swindle each out of the sail. as whenever it is possible to do so. Mr. Grisdale, one of the Larboard watch stopped ashore on Monday night and the next morning we found him in the calaboose too; he remained there until Thursday and was then taken out by the skipper. The two who were our fellow prisoners on Monday, Mr. Moody and Mr. Kirby have since obtained an honorable discharge from custody but were obliged to leave the island having no pass and being entitled to none according to Tahiti laws; it was for this cause they were in the calaboose. but since their discharge they have both left for Honolulu.

On Tuesday the five cruisers who had remained with us up to that time shipped over again in the bark and got their advance which again brought a little money into since taken amongst our crew. For a day or two after this the beer flowed freely one of the cruisers being determined to have me more good time, got on a bust and stopped ashore until Thursday morning at which time he found that all his advance had disappeared. this disappearance could probably be accounted for by some of the shore suckers with whom he has associating.

On Wednesday the arrival of the U. S. Mail created considerable excitement amongst our crew until it was ascertained that it contained letters for no one on board the Prob. excepting the skipper and then all hands commenced growling.

Since then nothing of unusual interest has occurred under our observation neither on board or ashore. we all get enough of the beach now days and many have to go ashore when they much rather stay on board. A boat crew of the bark on duty is generally ashore now all the time. Mr. Davis, formerly our 1st mate was this week obtained his discharge and will therefore proceed no farther with us. In obtaining his discharge he had considerable difficulty and angry words passed between him on the one side and the consul and skipper on the other. As an officer Mr. Davis was highly respected and esteemed by all of us. Davis, the Mate's boat steerer, is still boarding at the U. S. Hospital and will probably go out with us again, as he has no inclination to be adrift on Tahiti now beach at present. Davis, no cabin boy,



returned to Lihoué. From Whidbey to the Pacific is the first of the week after witnessing the marriage of his sister. The bridegroom is captain of a schooner running between this port & Honolulu, and he and his bride are now off to the latter town on a wedding tour. His sister has yet arrived to keep us company and as we are now nearly ready to sail he stands a good chance of missing without seeing any of our fellow prisoners in Honolulu, as we have been in waiting for our sailing since our arrival here. Small crafts belonging in the islands arrive and depart almost every day as is usual at this port but these furnish no company for us. However, Lihoué will not see us a great while longer, and we must get along, I guess, for the short time we remain.

Wednesday, September 10th. 1866. Time up at Lihoué once more. Under Monday and Tuesday of this week were liberty days for us in that port and Tuesday finished up the liberty, the Starboard watch being ashore then and this was our seventh day. The Starboard watch had the same number of days also, but none of us received liberty more from the captain. Excepting on the first day or two. Small loss, this, however. The liberty on this watch was similar to that which we had previously, the boys loafing in over shops or roaming around in the bush, all taking very good care of themselves and all being safely on board the bark again when the liberty was all over. On Sunday all that chose of our crew had the privilege of going ashore to attend divine service and several of both watches availed themselves of this opportunity. Among these was myself, and the whole crowd of us some eight or ten in number visited the seamen's chapel and listened to the preaching of Rev. Mr. Bishop the chaplain. who made particular mention of us in the course of the service. This was the first and only occasion on which I visited church in nearly three years. The congregation was not very numerous being comprised of several foreign merchants and their ladies, one or two from the U.S. Hospital, and those of our crew.

Yesterday our watch were ashore on their last days liberty and I have enjoyed myself very much. A Luau or feast was held at the house of the High Sheriff in honor of the marriage of our cabin boy's sister and of course the cabin boys all received an invitation to attend. The affair was to come off in the afternoon and going up to see how they were getting along previous to its commencement we found a perfect swarm of Kanakas employed in decorating the house, setting the tables & preparing the viands &c. In the afternoon the guests began to assemble and when the aristocracy had arrived, the banquet was opened. Most of the "upper London" of the foreign residents were present but to this part of the scene sailors of course were not admitted nor had those that were present any desire to be; nor skipper and male associates.



ted in the company, but as if the lower room were the guests of David,  
 our cabin boy as such he had a separate little spread for us and him-  
 self in a separate apartment where he could enjoy ourselves without restric-  
 tion and where we eat just as good bread pig and mutton, and fow,  
 (for it was a half Kanaka feast) drank just as good bottled wine and Madeira  
 and had the domestics just as attentive to us as did the aristocracy them-  
 selves. A dessert of delicious fruits followed the substantials, extra bottles  
 were brought in and when we finished every one was ready to acknowl-  
 edge that for once at least since leaving the United States we had eaten  
 to our entire satisfaction. We left with a full stomach, some with a light  
 head and none reported having visited the L. House. While we were ashore  
 on Tuesday, the Starboard Watch took on board all the potatoes we were  
 to have and at night every thing on board was ready for sea. During  
 the last few days we were at Lohiana, the mate when on duty, was ashore  
 a greater part of the time trading with the Kanakas and as a boat crew  
 of us always accompanied him. We had fine times. On our side the  
 stock in trade consisted of a quantity of black oil obtained in Magda-  
 lanc Bay and rolling a barrel of this under the shade of a tree near  
 the beach our immediate vicinity was thronged with Kanakas in a  
 moment, all anxious to buy but still desirous of making a good bar-  
 gain. The oil we retailed out in small quantities and for it ob-  
 tained a large quantity of pumpkins, watermelons, musk melons,  
 grapes, sugar cane, turkeys, ducks, hens, broom stuff &c. &c. the mate  
 being open for a trade with any Kanaka that came along no matter  
 what the latter wished to dispose of, so long as it was eatable or ser-  
 viceable on board the ship. If fruit obtained in this manner all hands  
 have had as much as they could eat. Through the forenoon of to-day,  
 (Wednesday), a boat has kept moving between the bark and the beach going  
 and coming several times until finally the shore business was  
 all settled and getting under way about two o'clock this afternoon we  
 stood off shore once more and sent a boat in for the skipper as he and  
 the cabin boy were not yet on board, but the cabin boy had started in  
 a schooner for Etendule but seeing where we are to take him before  
 leaving the islands. While the boat was in for the captain, we worked  
 the bark out into the edge of the trades and finding them pretty strong  
 came down to double reefed topsails. Here we waited until the ar-  
 rival of the skipper, which was late in the afternoon, and when he  
 arrived we squared away for Fomohule. At the present time we  
 are steering down between Lohiana and Molokai under double  
 reefed topsails and courses with the trade winds blowing freshly  
 in squalls. We have now seen Lohiana for the last time  
 unless some unforeseen circumstance drives us back there again.



We former occasion also as he felt the fort. very much comfortable. He said  
 that we should see no more of it this voyage, but after all he were misle-  
 ten now however. I think nothing will cause our return again, at least  
 I hope not. For Labaina is not by any means such a charming  
 place as to induce it to me very strongly, and as for the rest, I believe  
 there is not one of our crew who would not echo this sentiment. There is  
 but one stranger amongst us now that was obtained in Lab since this time  
 and he is hardly to be called a stranger, for we all became acquain-  
 ted with him when in Labaine last spring he being an inmate of  
 the hospital at that time, and previously a shipmate of the ordnance  
 whom we shipped at the same time. He was taken from the hospital  
 and came on board of us as passenger to the American coast. I suppose  
 the privilege of leaving there, or going home with us, as he chooses.  
 Mr. Bratton has also come out with us having left the hospital a  
 short time previous to our departure without having received any  
 great benefit during his stay there, but he is now nearly able to per-  
 form any light duties. To morrow we shall probably arrive off  
 Mindana where we are to lay off and on once more, and then take our  
 departure for Magdalena Bay.



# My last passage from Lihou

to

## Magdalena Bay



Saturday, September 13th 1836. This date just clears us from the Sandwich Islands. After leaving Lihou last Wednesday afternoon, we stood down before fresh trades all that night, passing two schooners beating up and on the following morning at eight o'clock the skipper left in a shore boat and went ashore at Honolulu. The work then being directly off the town. In the harbor at this time we observed several vessels of war, British and other, one or two merchantmen, as many whalers and several smaller vessels. Before the skipper left us on Thursday morning we observed a large vessel coming out of the harbor, and when she was outside near us we saw it was an American man of war. She soon came to a short distance from us, lowered a boat and they pulled towards us, with the evident intention of boarding. The skipper had just then shoved off from the bark, but seeing the boat approaching her he waited until she came up to him when the officer in her evidently understanding that he addressed the ship.



per. inquired the name of the boat where we were from &c. and then  
 inquired if we had any letters for the "John Adams." he was informed  
 to the contrary and having then accomplished his business the  
 little boat was turned about - we distinctly heard the pleasant "give  
 way men" of the gentlemanly looking officer and in a moment the  
 gig was at home again, and the U.S. Sloop of war John Adams then  
 braced forward and stood off to the Southward for the Marquesas  
 islands. We also braced forward about the same time and stood  
 off in the same direction being ahead of the John Adams when  
 he started, but her superior sailing qualities soon brought her  
 up with us, and to keep out of her way we ran off a little. This is the  
 only American vessel of war we have seen to recognize as such on the  
 voyage. she passed so near us that we could distinctly see the officer  
 walking the deck aft. the white wind sails at every hatchway and  
 the men stationed in the tops. What emotions the sight of our country's  
 flag flying from the Mizzen peak of one of her men of war, awakened!  
 There can be no more powerful stimulant to patriotism than  
 such a sight; who could refuse to enroll himself to serve beneath  
 the graceful folds of that flag when his country called upon him  
 for his services? surely no American sailor. And then to look at  
 this noble vessel as she passed us and compare the situations of the  
 sailors! there, the captain was a gentleman, the officers were gentle-  
 men likewise, the laws of the country were respected, everything was  
 as it should be, and in short even the common sailor was acknowl-  
 edged to be a man, treated like a human being and not like a  
 dog, a slave. Change the scene, look on board a whaler and observe the  
 difference, it is useless to enter into details - the difference was re-  
 marked by more than one. But we are booked in a whaler for a few  
 months longer, and when these shall have transpired many of us  
 I think will have finished our whaling. From the time the ship  
 per left us on Thursday morning until it is afternoon we were lying  
 off and on, making sometimes short and sometimes long tacks run-  
 ning well off shore at night, and hovering near the beach between Hon-  
 oule and Diamond Head through the day. Nothing new or remarkable  
 was observable on shore from our situation, on board the boat, some  
 vessels were entering and leaving the harbor occasionally and to day  
 a whale ship came around Diamond Head and went in to the harbor,  
 probably one from Kodiak. Another whaler, a bark, was also seen to  
 come out, but when a short distance outside the reef she appeared  
 to get aground and shortly the steam tug came out, hooked on and  
 towed her inside the reef again. While lying off and on, when  
 we were well off shore the islands of Motouai, Larai, Taborine,



and Maui were all distinctly visible to the Eastward of us. At five o'clock this (Saturday) afternoon a shore boat bringing the captain and cabin boy, came off from Honolulu, and taking them on board we immediately squared away to the Westward. Up to the present hour we have been running around to the Westward of Oahu, gradually hauling up to the Northward as the different points were rounded and having light breezes from the Eastward for being under the lee of the island we do not get the full strength of the trades, but to-morrow we shall probably have the whole blast. Some little alterations have taken place in our domestic arrangements since leaving Lahaina in consequence of the discharge of Mr. Colton, the 2nd. Mate of the first season, no new officer has shipped in his stead, but the 3rd. mate has now taken a little higher responsibility on his shoulders and now heads the starboard watch and performs the duties of 2nd. mate although he has not yet been announced to us officially as such. This change also brings the mate in for a watch on deck and he will now head the larboard watch regularly as we have no 3d. mate or man acting as such. The route we have now started on bids fair to take us home in a comparatively short space of time, from here we first proceed to Magdalena Bay, but (Thank Fortune), we are not after whales this time or at least it is the declared intention to merely stop there and wood. From the bay we are to proceed to Tumbex, Peru, once more and then direct around Cape Horn. All this programme was laid out in nearly the same manner a year ago and if we had followed it no doubt we should have been far better off in some respects now, this time however the probability that there will be any such alteration as there was last, is extremely faint. Eight more this will most likely take us to Fairhaven again and thrice happy shall we be when the coasts of the Atlantic are once more become visible.

Saturday, September 20th. 1836. We are now one week away from the Sandwich islands and not again this voyage do I feel any inclination to revisit them. The time we have been out has passed away somewhat tedious as the first week out of the Sandwich islands generally does, but we have now arrived where better times will probably attend us ere long. Leaving Honolulu on the 13th. ult. on the night of that day we passed up along the Westward of Oahu with a light-Easterly wind. On Sunday the weather was nearly calm, and Oahu remained in sight all day being some twenty or twenty-five miles to the Westward of us.



Toward night a light breeze sprang up from the Eastward and as we stood off to the Northward this breeze increased gradually as we left the land and soon caused us to double reefed topsails. Monday and Tuesday the trades continued to blow freshly, and under whole topsails and courses we were steering N. on Monday, but Tuesday were on the wind, heading N.N.E. Ram fell in one or two occasions while we were in the trades which left us on Tuesday night, and Wednesday we had a calm, this calm continued also on Thursday and yesterday, there being scarcely any wind during this time, what little air there was occasionally, seemed inclined to blow from the Eastward, and we were endeavoring to steer N. and N by E. under all drawing sail. To day, Saturday, a light breeze has prevailed, blowing from E.S.E. ships course N.E. by N. The watches have lately been busied in making a new lower standing sail. No ships have been seen since leaving the islands, but on Sunday a couple of schooners were in sight of us steering off to the Westward, bound probably to Hawaii. Since leaving the Sandwich islands we find a little difference in respect to the night watches, as the mate seems inclined to have as little napping on deck as possible. Formerly, when the 3d. mate used to head our watch we all had the privilege of sleeping as much as we chose, excepting a man at the wheel and another on the lookout - but the mate has put a stopper on this, at first he said he would have no sleeping at all in the watch on deck, but since, he has become a little more lenient, and given us the privilege of snoring by turns, one half being required to keep awake all the watch. In coming around Oahu on the night of the 13th. ult. we had the middle watch on deck, and perhaps we were thought rather too sleepy, for the mate roused all the watch up and it being moon light, we were kept busy the whole watch nearly, taking the anchor on the bow and clearing up a little. On Sunday I received a promotion which was entirely unexpected, the mate's boatsteerer being unable to go in the boat and having no one to take his place in her, the mate offered me the chance, I had no desire to accept it, however, and referred him to another of his boat crew but he seemed inclined to give the preference to myself, and at last I consented to "cut" for the situation with the brew varman, a deck of cards were accordingly brought up and at the first cut I obtained the chance, but the other being somewhat reluctant to accept of it, I plead for another cut in which the "best in three" was to decide the case, but some genius still stood at my elbow and a second time I won the chance, seeing therefore that it appeared to be so ordained I took the naval responsibility, and am now a boatsteerer on board the Arab by appointment. The mate, immediately after my election requested me to remove myself and all my effects to the steerage as that he said was the skipper's desire, but to this I did not accede preferring to live in the fore-castle still where in the watch below at night.



I shall be under no restraint. The refusal of some met with some opposition, but I finally gained the point, and still dwell amongst the sailors. The situation which I have accepted, I hardly think will be one of much importance between here and home, but I am perfectly competent to perform any of the duties appertaining to the office.

Our progress since leaving Honolulu is denoted by the following latitudes and longitudes

Sept. 14th. Lat.  $21^{\circ}40'N$ . Long. not obtained. 15th Lat.  $23^{\circ}38'N$  Long.  $158^{\circ}34'W$ .

17th. Lat.  $25^{\circ}45'N$ . Long. not obtained. 18th Lat.  $26^{\circ}14'N$  Long.  $158^{\circ}07'W$ .

19th. Lat.  $26^{\circ}26'N$  Long. not obtained. 20th. Lat.  $26^{\circ}38'N$  Long.  $157^{\circ}38'W$ .

21st. Observations were taken.

Saturday September 21st 1856. The light weather of last week has now been fully compensated for by the strong breezes of this. The same tedious calm of last week which was still prevailing at the last entry on that night gave place to a breeze from the Eastward. The Starboard watch were on deck when he took it, and seeing the breeze coming, the mate cleared up everything to meet it but when the squall arrived it was very moderate and was accompanied by a copious shower. The wind at length blew steady and fresh from E.S.E. and making sail again we steered N.E. by N. under whole top-sails, courses, and main top gallant sail. Sunday morning all sail was set, through the day the wind hauled to S.S.W. and with a light breeze from that direction the foremast studding set we steered N.E. by N. as on the preceding night. Monday the breeze continued fresh from the same direction (S.S.W.) and the bark was steering N.E. under all sail. Completing the lower studding sail on this day, this was also bent and set. The Starboard watch were busy setting up the fore rigging through the day. Tuesday breeze fresh from S.W. through the day, steering N.E. under all sail. At night the wind hauled to S. and until morning we had it a little squally accompanied by light falls of rain. Wednesday, wind back to S.W. again. Blowing fresh in squalls, with considerable rain. steering N.N.E. Thursday, strong breeze from S. steering N.E. by N. with all drawing sail set. Squalls and rain passing over occasionally. Watcher busy fitting rigging forward, &c. Yesterday (Friday), strong breezes were blowing from S.S.W. ship steering N.N.E. under full sail. Today, Saturday, we have had a strong breeze from S. and very rugged weather which still continues. No "mashoods" have been dried through the day and the old bark has been shipping much water which makes things very disagreeable. We have been steering N.E. by E. all day and since morning have been obliged to come down to double



red topsails and courses. On board the bark, or any other also under our observation, nothing unusual of much interest has transpired during the week. We have seen porpoises a couple or three times and this afternoon succeeded in catching one, which for us, is the height of good fortune. No larger species of fish have been seen, nor have any vessels of any description appeared to us. We are in a lonely track to see either ships or whales but a few weeks will transport to the coast, or its vicinity and there we will probably find a little livelier state of things. The route we are now taking to San Miguel Bay is the same as the one we took last year and will take us by Guadalupe island, being some sight of San island and the main land near More House and then take us down along the coast to the bay. With this journey we are now quite familiar. Having travelled it twice already. As for our taking any whaling on this passage, I think there is small probability of such an event taking place, but if we do not it will be no great disappointment to any of us for a general indifference in regard to this seems to prevail all around. Solar observations taken during the week have given us the following situations.

1st. Lat.  $27^{\circ}10'N$ . Long  $137^{\circ}33'W$ . 22d Lat.  $28^{\circ}12'N$ . Long  $136^{\circ}40'W$ .  
 23d. Lat.  $29^{\circ}29'N$ . Long  $135^{\circ}20'W$ ; 24th. Lat.  $30^{\circ}45'N$ . Long  $131^{\circ}18'W$   
 25th. Lat.  $32^{\circ}06'N$ . Long  $130^{\circ}12'W$ ; 26th. Lat.  $34^{\circ}17'N$ . Long  $149^{\circ}50'W$ .  
 27th. Lat.  $36^{\circ}19'N$ . Long  $148^{\circ}09'W$ .

Saturday, October 4th. 1856. The week ending with this date has over one almost light weather, but we have been gaining slowly all the time. Last week left us under double reefed topsails in pretty drugged weather; the latter continued on Sunday last but the hammer moderated, little blowing from S. and whole topsails and main top gallant sail were set, bark steering E. N. E. supposing ourselves to be within the latitude of the trade winds. Monday the breeze began to fail gradually until it died away to nearly a calm. The wind then hauled from S. to N. E. and with the latter breeze, blowing light we were sailing E. S. E. under all drawing sail. At night the wind again hauled. This time to N. N. W. and we steered E. by N under all sail. On Tuesday the breeze continued to blow from N. N. W. but freshening, the light sails were taken in, steering the same course E. by N. all day. Wednesday and Thursday light breezes and light squalls from N. E. north but varying from N. N. E. to E. N. E. ship heading to the wind on the Starboard tack course varying from E. to S. E. and all drawing sail set during the time. On Friday breeze light from N. N. E. and varying from that to E. ship heading to the wind on different tacks. Then breeze were also prevalent (this afternoon) freshening but this afternoon the wind hauled to N. N. W. and we are at present steering E.



squalls of rain have also been prevalent this afternoon, and there is now every sign of a speedy change of wind again. These light-Easterly and North-easterly winds which we have lately been having I suppose are attributable to our proximity to the trade winds, as we have lately been in the latitude to which they sometimes extend, and these I suppose was their Northern borders through which we have lately been passing. The weather which has attended us this week, has been as a general thing quite pleasant; on the first of the week we had a pretty rugged sea and lately occasional rain has lightly fallen but not in sufficient quantities to incommode us much. The sailors have been employed in the old-fashioned job of fitting rigging, and this, together with the manufacture of spun yarn, sewing stuff and onion baskets has engrossed the principal attention. No whales or ships have dazzled our eyes this week but of the smaller fry porpoises and dolphins have been quite numerous, and this afternoon an old "Tommy Shark" paid us a short visit, keeping us company for a little day. The atmosphere during the past week has been remarkably cool for this latitude and this time of year. We have not felt it uncomfortably cold, but sometimes the thermometer goes below the Fohr's temperature a little, so that night caulking is not quite so agreeable as we could desire.

The following latitudes and Longitudes have been obtained this week.

Sept. 28th. Lat.  $37^{\circ}10'N$ . Long.  $144^{\circ}08'W$ .; 29th. Lat.  $37^{\circ}34'N$ . Long.  $141^{\circ}28'W$ .

30th. Lat.  $37^{\circ}16'N$ . Long.  $137^{\circ}38'W$ .; At 1st Lat.  $37^{\circ}10'N$ . Long.  $136^{\circ}58'W$ .

2nd. Lat.  $35^{\circ}18'N$ . Long. not obtained. 3d. Lat.  $35^{\circ}19'N$ . Long.  $135^{\circ}01'W$ .

4th. Lat.  $35^{\circ}27'N$ . Long. not obtained.

Saturday October 11th. 1856. Squalls of rain and fresh N.N.W. breezes ushered in this week on Sunday last, and all that day we were steering E. by S. under all drawing sail. On Monday the wind was light from N.W. but at night it hauled to W.S.W. steering E. by S. under all sail. Tuesday, the same state of wind and course continued. On Wednesday the breeze from W.S.W. in a rain squall suddenly hauled to N.W. but we continued on the same course (E. by S.) all day, and were under all sail until night when the fore top gallant sail was taken in, in consequence of the breeze freshening. Thursday morning early the breeze had hauled to W.N.W. and increased so that we came down to double reefed topsails and courses, the wind continued to blow from the same direction all day but moderated somewhat, and before night we were under whole topsails again, steering E. by S. all day. Yesterday (Friday), strong breeze from N.W. which just at night hauled to N.N.W. ship on her course, (E. by S.) all day, and to day Saturday with light breeze



from the same direction we have been steering, E. having hauled up from E by S. this morning. The weather has been generally pleasant this week rain squalls occasionally passed over on the first of the week but there were not frequent enough to prevent the work on deck from going forward. The atmosphere still remains unusually cool and long coats at the masthead are a very comfortable article. The employment of the watches has consisted mostly of making mats for chafing gear, sewing stuff &c. Breaking out lumber, getting up an old boat from off the shore to be put on the bar waves when completed, manufacturing fish lines for use in the bay and sundry other small duties, which altogether have taken up the principal part of the watch on deck. The miscellaneous transactions of the week, have sometimes been quite interesting, for instance on Monday evening we got a member of the live stock family which was nothing else but a kitten which some of the boys picked up in La Haine the last time we were there, she was extremely playful and the pet of the crew. But in one of her gambols at two o'clock on Monday evening she unfortunately slipped over board. And a moment after, we heard her meowing piteously just astern and as the breeze was very light, in the ship's wake she managed to keep in to us for a little while, we lowered away a boat for her as soon as possible and pulled out astern of the bark in search of her. But after searching some time and neither hearing or seeing anything of her we reluctantly returned on board again. The little kitten was gone - poor thing she much missed. At day light on Tuesday morning a schooner was in sight a short distance ahead of us and she soon crossed our bow, heading about N. N. E. bound to the coast probably. In the afternoon of the same day saw a sunfish, and passed a large log of wood entirely covered with clams. Yesterday we saw the very unusual sight of a fin back, he was the first whale of any species that we had seen for a long time and therefore caused quite an excitement. At midnight last night what was said by some to be land was seen to the Northward of us, but this was doubted by others. This morning however the truth became apparent, for there lay Guadeloupe island all in plain sight bearing N. from us and about twenty miles distant appearing to be of greater length than we had ever before seen it but this was owing to the point from which we viewed it, on both the two former occasions of our passing it, our way ran along the Southern shore but a few miles from the beach so that the surface of the land could be easily discerned, this time however we were too far off shore to distinguish any particularities of the land. The breeze having been very light ever since morning, we have consequently made but little progress to day and therefore at sunset this evening Guadeloupe was still in sight.



Bearing about N.W. and distant 35 or 40 miles. At present we are steering E. bound over to Cerros island which we shall probably make in a day or two, according as the wind favors us. At Cerros island I hardly think we shall stop to cruise this time, and indeed I hardly see the utility of it for in all our cruising there we have never seen anything worthy of notice.

Calculations deduced from solar observations obtained during the week are the following.

Oct. 5th Lat.  $34^{\circ}39'$  N. Long.  $131^{\circ}42'$  W.; 6th Lat.  $33^{\circ}23'$  N. Long.  $129^{\circ}46'$  W.

7th Lat.  $32^{\circ}34'$  N. Long.  $127^{\circ}47'$  W.; 8th Lat.  $31^{\circ}34'$  N. Long.  $125^{\circ}07'$  W.

9th Lat.  $30^{\circ}05'$  N. Long.  $122^{\circ}21'$  W.; 10th Lat.  $28^{\circ}54'$  N. Long.  $120^{\circ}03'$  W.

11th Lat. not obtained. Long.  $118^{\circ}37'$  W.

Thursday, October 16th. 1856. This day has completed our passage from Lahaina to Magdalena Bay, and we are now quietly lying at anchor in the still waters of our old cruising ground. At the last entry we had just observed Guadalupe island in the shades of evening; our course was E. and steering this all that night and the day following with a light breeze from N.N.W. and with all drawing sail set; at noon on Sunday the first thing that interrupted our progress was a sunfish, which we lowered for, and caught. Much kelp was also in sight, showing our approach to land, and at two o'clock in the afternoon raised Cerros island, bearing E.N.E. at a distance of about forty miles. We continued steering E. the remainder of the day, but owing to the light breeze did not get very near the land. Sunday night a very light westerly wind prevailed and under all sail we kept on our way to the Eastward so that on Monday morning at daylight Cerros island appeared at a distance of fifteen miles bearing N.E. from us. The smaller island of San Benito was also in sight at the same time just to the Eastward of Cerros. Soon after raised the main land still farther to the Eastward; it was at first seen very dimly, but as we were approaching it, it soon became distinctly visible all along to the Eastward of us. A light breeze from W.N.W. with very pleasant weather continued all day Monday; we were steering E. until half past eleven A.M. then kept off E. by S.; at this time the main land was bearing from N.E. to S.E. nearest point about twenty miles distant, Cerros island also in sight twenty miles from us in a N.N.E. direction. Steered E. by S. all the afternoon, along the main land which as we advanced gradually continued to appear farther to the Southward, the coast being quite high land and of a regular outline. Saw many grampuses and porpoises on Monday, and on Tuesday sent in the fish and repaired it. That night was



rendered a very pleasant one by a full moon and a light breeze from N.W. W. we were steering E. S. E. along the main land which extended all along our Starboard beam for many a mile and by the light of the moon could be distinctly seen. We judged ourselves to be steering about 15 miles off shore all night. Tuesday, kept off S. E. by E. and stood down the coast in this direction under all drawing sail, breeze being light from N. W. and W. N. W. the main land in sight all day running nearly parallel with us at a distance of twenty miles from us presenting a variegated out-line of high and low land, being extremely uneven. Through the day, saw a humpback, several sunfish, and an enormous multitude of porpoises. Wednesday still continued steering to the Southeastward the winds being the same as previously, light through the night and freshening through the day, blowing generally from W. N. W. carrying to N. W. Weather very pleasant yesterday (Wednesday), except for a few minutes in the morning when we were enshrouded in a thick, dry fog, but the squall passed us as soon as possible. The main land was visible at a distance of thirty miles probably, and we also saw, in the course of the day, many humpbacks, porpoises, sunfish, shovel nose sharks and one turtle, for the latter the captain lowered, but he did not succeed in catching him. The water through which we were passing now passage from the Cerros islands down here, seemed alive with the animal existence, and look wherever we would, the spout of a whale, the breaching of a sunfish, a shoal of porpoises, the grim shark or shoal of some other small fry was almost sure to meet the eye. Today (Thursday), more pleasant weather all day. In the forenoon we were at sea, in the afternoon, - in the bay. When outside this forenoon the breeze was fresh from W. N. W. and we were steering along the coast to the South eastward; early in the morning Pt. San Lorenzo of the main land came in sight and at nine o'clock A.M. we passed by it some four or five miles off shore. This point makes out boldly and the whole peninsula though of small extent is quite high land and has a similar appearance to the islands bounding Magdalena Bay to the Westward. Passing San Lorenzo the land then forms a large right extending a few miles inland, from masthead this seemed to be a fine bay; its Eastern shore was a very low sandy beach, just like Magdalena Bay. In the right and off shore from it, we saw a number of humpbacks, and several of the species which were so plentiful in the preceding days. Forming the Southern boundary of the right below San Lorenzo the black summit of Magdalena island arose, and shortly after, this appearance was followed by that of Margarita island; as we passed along the rocky shores of the former all began to feel an intense interest in the scene, for it was one which we had seen before. Margarita



island being passed in a short time, we gradually hauled up to the Northward, around its Southern extremity, and entered the mouth of Magdalena Bay about noon. In the passage we hauled on the wind and stood over toward the Eastern shore of the bay. The whole surrounding scenery was then familiar to us, on the shores of the passage we observed several sea elephants and seals, laying off amongst the rocks, as we were passing between the headlands of the bay. After getting inside we steered for the big sand hill on the opposite shore and at two o'clock this afternoon our anchor was dropped about six miles from that shore in five fathoms of water. Sails were furled and then the cruise was up. . . . . After things were put in order a little, this afternoon, two boat crews, captain and acting 2nd. mate, in command, went ashore to prospect a little for wood. They landed near the sand hill, but did not find wood in sufficient quantity to make profitable wooding for us there and therefore the skipper came on board from his cruise with the determination of proceeding farther down to the leeward where we were better acquainted. From the place where we now lay, every thing around looks perfectly natural to us, and we have no difficulty in recognizing all the points of the land on either side of us as those with which we were familiar nearly a year ago and yet it seems but a few days since we were cruising about amongst them. No doubt we shall have ample opportunity to renew our acquaintance with all these familiar scenes, as we are to get wood here somewhere, and probably our oil will be broke out and cooped before we leave.

Coming down the coast this week, the only Longitude obtained was taken on Sunday. But as we were near the land all the time our progress is shown by the following latitudes. Oct. 12th. Lat.  $28^{\circ} N$ . Long.  $117^{\circ} 10' W$ .; 13th. Lat.  $27^{\circ} 28' N$ .; 14th. Lat.  $26^{\circ} 38' N$ .; 15th. Lat.  $25^{\circ} 50' N$ .; 16th. Lat.  $24^{\circ} 39' N$ .



# Log at anchor in Magdalena Bay

Letter 1836.



Saturday, October 18th. 1836. Although there have but two whole days elapsed since we entered the bay, still the present state of the day found us deeply interested in wood chopping operations on shore. As mentioned in the preceding entry, wood was not found very plentiful near where we came to an anchor on Thursday, and knowing we should find plenty of it to leeward, we accordingly hoisted up the anchor at six o'clock yesterday morning at six o'clock, made sail, and with a fine breeze from the N.W. stood off to leeward. About noon we passed between Pelican and Thick points. Hence on by Fish Cove with a fresh breeze and after crossing the low Eastern beach and sand bars we steamed up by there and stood up towards the mud hole all the ground over which we were then passing was perfectly familiar to us, and we who were in the boat before had enough to do to point out the remarkable spots to the cruisers. From the time we passed Pelican point. Every spot of land, and every little point began to call back its recollections. Here we had visited once more, and in another place began again to see the fish. Some where else we had cooked dinner when ashore on that remote point. There was no doubt of the shore with which some interesting incident was not associated.



led and all over the bar he had many a time chased a muskrat digger and  
 could now almost point out the place where one had received his death  
 wound or had his skin. But with all our knowledge of Magdalena  
 bay the bar is not on the bottom before we arrived where we were bound.  
 A strong sea breeze was blowing down the bay in the afternoon yesterday,  
 and while we were steering up towards the mud hole with this at about  
 one o'clock P.M. when we were travelling off pretty briskly too, the progress  
 of the bark was suddenly impeded and then altogether stopped by her  
 coming in contact with the bottom. I was reading on deck at the  
 time she stopped but she had slid on to the bar so easily that I did  
 not feel any shock whatever and was unaware that we were aground  
 until the circumstance was mentioned by some of the crew. As  
 soon as possible everything was hauled aboard and we endeavored to steer  
 off but this was no go as we were hard and fast and had begun to make  
 up our minds to the tedious operation of lightening ship. We however  
 did not give up the attempt in this manner but lowered the boats  
 overboard and out the deepest water and finally got her headed off be-  
 fore the wind, when, the breeze having a powerful action on the sails the  
 bark suddenly took a start and almost instantaneously she was  
 off at the top of her speed and we were again afloat. When we struck  
 on this bar, 2 men was in the main chains heaving the lead but he  
 could find no bottom until we were aground. This however must  
 have been owing to the rapidity with which we were going, for the wa-  
 ter near where we were should gradually, as the shore was approached  
 and gradually deepened, going off shore. The place where we struck  
 was about 1/2 mile off shore by the bar sand hill at the western extrem-  
 ity of the mud hole which bore N.N.E. when we were aground.  
 After getting afloat again (having been aground probably twenty min-  
 utes) we kept this little more than we had previously been clearing, and  
 in a short time came to about a mile and a half from the beach  
 a short distance to the Eastward of the big sand hill. The anchor  
 was let go in five fathoms of water each were hoisted and the captain  
 and 2nd mate each took a boat and crew and went in shore to cruise  
 for food taking the wood chopping implements with them. This was  
 at about two o'clock P.M. Shortly after the captain and 2nd mate  
 left the ship, the mate took the boat's crew and visited the mud  
 hole belonging to his boat. I was one of the party. We landed up  
 where we had landed many a time before found everything just  
 the same as we had last seen it, the big gold oyster roost and then  
 started for the bar again, arriving, about the same time  
 that the skipper did. He had been up a lagoon directly in shore of  
 us and found plenty of food and good chopping, and leaving the



3d. mate and his boat crew to cut the mast started on board. The 3d. mate cut until nearly night then he came on board also. This (Saturday) morning, 2d of the mates crew visited the lagoon where we are working to take our turn at the business. While the 3d. mate and his boat crew started off to the leeward to visit the ranch down there, and obtain some fresh meat if possible. He cut out up the lagoon this forenoon until eleven o'clock at which time the captain came in from the bark bringing us dinner and a bottle of grog for an amusement all of which was of course very acceptable. When the shipper arrived the tide had got so high that he could not cut very well and therefore both boat crews took a short journey further up the lagoon where he had landed, and to have dinner. All while then both boats amongst the prickly pears, some in one direction some in another but none of us discovered anything very remarkable and in a short time we again embarked and paddled down to the scene of our labors. The shipper's boat crew then gave us a short "spell" at the work, after which they started for the bark, while we that were left took the axes again, and chopped away until near night then followed in after the captain, going down the lagoon we were afforded considerable diversions by a ship, which we chased for about a quarter of a mile and once or twice he came very near losing the number of his men by means of the built bank which was struck at him several times but he was too quick for us after all and finally made his escape. Returning on board at night we found the shipper had arrived some time before with a boat-load of oysters. Of the 2d mate and his crew we have heard nothing since their departure this morning. They went prepared for a short stop, with plenty of whiskey, beer and provisions, and we do not expect their return to night. With the local features of the section of the lagoon we are now anchored we are well maintained. It was just about here that the musk-diggers used to bury us from out the mud hole, passing the lagoon up which we are working is of no great size but extends in length some considerable distance being very crooked and narrow so that we use paddles as the propelling power in going up and down it. We are cutting wood about three quarters of a mile up the lagoon. Very good wood is here found but the banks are so low along there that at high tide they are altogether submerged and in consequence of this we shall probably find further up where the banks are higher next week. We have now got quite a pile cut which all remains on shore yet, none having been brought on board, but as we have got sufficient here to last us the remainder of the voyage and cutting will occupy our attention for another day or two, but the 3d. mate seems disposed to remain here at least for the sailors to not go out. In my capacity as boatsteward I remain in your



share of the anchor watches very slight and in this respect the fore-  
most hands have the advantage, but as there are five of us to divide  
the night between and the weather being also pleasant for napping  
a short anchor watch is no great inconvenience to any of us.  
The thing chiefly aimed at, that is by the watchman is to have some  
one on hand in the morning to raise the sleepers and so long as this  
is accomplished, it is all right. Fish are found as numerous now as  
ever, and several fresh messes of them have been already obtained  
from where we now lie. But the most delicious varieties do not inhabit  
at the part of the bay. So narrow however, being Sunday I suppose  
some fishing excursion will be on the tapis. But of the morrow  
transactions more anon.

Saturday October 25th 1856. During the  
week ending with this date we have had pretty busy times and found  
plenty of amusement also. The people which were absent from us at the  
last visit consisting of the Ed. male and boat crew, returned to the bark  
early Sat Sunday morning having been successful in their expedition.  
They went down to communicate with the people of the ranch but after  
finding at our old landing place on Saturday and walking up to the  
ranch they found not a single soul to meet them there. Wait and a  
calf were loitering about the house but the house was not all damaged,  
evidently very recently, as all the household goods still remained  
after entering the house and looking about a little, a cattle snake was  
discovered snugly stowed away within doors, having taken possession  
while the inhabitants were absent probably, but the fact of his being  
so occupant did not save him. The merciless manau here despatched  
him in short order then skinned him and brought the head and skin  
on board. At the ranch the Ed. male left a small bag of bread that  
the inhabitants might know a ship had been in the bay when they arriv-  
ed. Shortly after this party returned from the beach, on Sunday fore-  
noon a boat was loaded by the Ed. male, started over to Fish  
cove on a fishing excursion, and remained absent until some time  
after dark and as they were beyond our sight at sunset some anx-  
iety was manifested all but the boat should have appeared or  
some other accident happened to the party but they all got back  
in safety. They had visited the lagoons of the island most fish-  
ing and another at Pelican Pt. and in them caught three bottles  
at fishing they met with poor success for, notwithstanding  
they tried all our old fishing grounds up in that vicinity only  
five or six snappers were caught. During the absence of this



party the remainder of us stopped on board the bark and spent the day  
 in idleness. On Monday the 2nd mate sent a gang of woodmen, went  
 up the wood lagoon in the morning to spend the day cutting wood.  
 Shortly after their departure the mate took his boat and crew and start-  
 ed off on a pleasure excursion in shore. We first visited the wood choppers  
 then went further up the lagoon, and had an oyster roast, next, out of the  
 lagoon and up to the mud hole where we got a few more oysters, and the  
 mate shot several curlew. and from the mud hole he proceeded to  
 the bark. The captain was also off with his boat crew on a cruise all day.  
 While we were with the woodmen, he came up there too. Late in the afternoon  
 the skipper arrived on board the bark first, the mate next, and  
 the 2nd mate followed immediately after arriving just at sundown.  
 In the evening we discovered a large fire down at the old lumbercreek  
 and at once supposed it to be some one from the ranch who had discov-  
 ered traces of strangers having been there. It was however too late to start  
 down there then, but it was determined that a boat should go down on  
 the following morning. Accordingly on Tuesday morning at 4 o'clock the  
 2nd mate with his boat and crew started for the landing, the rest of us commen-  
 ced breaking out oil in the main hatchway, the intention being to break out the  
 whole of it to oxygen as it was supposed to be leaking badly. The skipper, previous  
 to the commencement of this job, sent forward a bottle of Schiedam schnapps to  
 give us courage for the undertaking, and therefore we went at it with a will, but  
 after taking out six casks, one from the riding tier, the gunny dail, pumped from  
 the hold was pronounced to have been produced by the sweating of the casks and not  
 by leakage as had been supposed, we accordingly stowed off again, and finished at  
 noon. In the course of the forenoon the 2nd mate returned from his errand, and  
 brought up with him a Mr. Bailey, who had then been stopping at the ranch sev-  
 eral days. At the landing they had found also our old friend of last season,  
 Comanche, and on the preceding evening Comanche was also of the party, but he  
 had left before their arrival. Comanche was informed that the skipper would  
 like to have a couple of bullocks and promising to furnish them he also  
 returned to the ranch. As we had supposed upon seeing the light on  
 Thursday evening, the natives had discovered that strangers had been  
 at the ranch recently, and visiting the beach they had seen the bark and  
 built the fire. From Mr. Bailey, the stranger, we learned that a small  
 French schooner was lying in the lee bay, the name of it as he informed  
 us, had a few days previously left the whaling schooner Eagle of San  
 Francisco and stopped in the bay to hunt, while the schooner was out  
 on a sport cruise. On Tuesday afternoon the mate, accompanied by Mr.  
 Bailey started off on a deer hunt and as we supposed the latter to be  
 an experienced hunter we counted upon having venison for dinner on the  
 following day, but at night the party returned without a deer. They had seen



but one while they were absent. Same afternoon myself and another of the  
 boatsteveners, with a boat's crew went up in the mud hole entered several la-  
 goons, caught one green turtle, had an oyster roast and returned after  
 dark with a load of oysters. Wednesday, the first thing in the morning,  
 all hands turned to and warped the bark a distance of three tide lines  
 length in the direction of the lagoon where we had been cutting wood, using  
 the kedge anchor and tow line in warping, and coming to an anchor a-  
 gain before breakfast. After eating three boats went in wooding, tak-  
 ing the captain and Wiley ashore to hunt, with the understanding  
 that a boat was to be there for them at sunset. With the motor boat  
 we brought on board one load of wood, and as a fire was then observed  
 at the landing to leeward of us, the mate soon after took his boat and  
 crew and went down to see what was going on there; we had the sea breeze  
 fresh and in our favor, accomplished the distance in a short time, and  
 arrived at the landing about 5 o'clock in the afternoon. This was my first  
 trip down there this time in the bay. The first thing which greeted our ar-  
 rival was the pack of lean dogs (belonging to the ranch, and next came old  
 Comache, Ronaldo and our other hounds with whom we were unacquain-  
 ted. The place looked as natural as possible, and it seemed but a few days  
 since we had been there before. "Old Bill" the car-renters, boat lay up in one of  
 the valleys but of "Bill" and his family we saw nothing as they returned to  
 La Paz at the termination of the last whaling season here. Passing from  
 the beach over the sand hill at the old camping ground of the greasers, we  
 found the three horses of the native party, and two small bullocks that were  
 brought for our consumption. When we had looked about a little in the vi-  
 cinity of the beach some of us were for visiting the ranch but to this pro-  
 ceeding the mate objected, wishing as he said to start for the bark as soon as  
 the sea breeze should die away, and we therefore contented ourselves by  
 chasing rabbits in the immediate neighborhood. Toward night the  
 unknown hounds took the three horses and left for the coast, while  
 Comache and Ronaldo remained to go on board with us, and when  
 darkness prevailed we stowed ourselves away under the inland brow of  
 the hill, around the camp fire, men & dogs all together. For an hour  
 or two after the game of Comache kept us awake and then the sleepy  
 god claimed us for his own. The howling of kiskas disturbed us but  
 little through the night and we lay quite comfortably until two  
 o'clock in the morning, and then the sea breeze having failed entirely,  
 all hands were roused out to make preparations for a start. The two  
 bullocks were taken down to the beach, one of them slaughtered then both  
 of them bundled into the boat, and at about half past three o'clock  
 we made a start, in consequence of low tide we were obliged to wade the  
 boat of some distance, but finally reaching deep water the 2nd



was applied and we reached the bank shortly after sunrise. On board, we found every body groaning, the cause of which was the proceedings of the preceding day, when we left on Tuesday the three boats had brought on board one load of wood each, after the remaining two brought off one more load apiece and then knocked off and went cruising, the Ind. male going off fishing and the skipper's boatsteerer with his boat, taking a trip up in the mud hole. At sunset, however the latter had his boat in for the skipper, according to orders, but the captain, feeling disposed to growl, probably was mad because the boat had not come for him before, and feeling vexed at the manner in which the day had been spent he swore that more wood should be got on board the following day than had been taken off for that day. He continued in the same spirit over night, and when we arrived on Thursday morning notwithstanding it was very early two boats were already in shore for wood. After breakfast Thursday, all three boats turned to, and brought off all the wood that was cut; six boat loads. In the afternoon one boat's crew went ashore to cut farther up the lagoon than we had formerly been cutting, and the remainder of us were employed very busily breaking out fore and aft, stowing down wood &c. Yesterday (Friday), early in the morning a boat's crew took the mate, Bailey, Konoldo, and Comocke down to the landing, and there left them bound off to the ranch. The boat's crew in charge of the boatsteerer then proceeded up in the mud hole, obtained a lot of clams and oysters, made a days cruise of it, and returned about sundown. The Ind. male with a gang of eight, was absent all day up the lagoon cutting wood, and returning at night he brought on board a load. Another boat's crew of which I was a member, were employed getting off wood all day. In coming out with the second load we found the tide so low that it was impossible to take it by the mouth of the lagoon, and the low water detained us on shore for two hours, in which time we employed ourselves in roasting oysters. To the wood choppers, we took their dinner, and a bottle of grog from the skipper, in the course of the day. Altogether four boatloads of wood were got off yesterday. At night all hands excepting the mate, were on board. To day (Saturday) business showing one gang went ashore wood cutting in the morning, fleetung a little farther up the lagoon, finding first rate wood. In the forenoon five boat loads were cut and brought on board. When the boat went in for the last load the boatsteerer received orders to bring off the woodmen, and in case they should be detained by low water, a few mouthfuls were sent in to appease their appetite, but either through a misunderstanding or contrivance, the time was given to the wood choppers for their dinner and nothing was said to them about coming on board. As we then had sufficient wood, after dinner our boat's crew went in to suspend operations and brought all hands off leaving one or two boat loads cut. In the field at the mouth of the lagoon we found



very low water, so that the loaded boat would not float, but none of us minded a wetting and therefore all hands jumped overboard and canals fastened we towed the boat down the shallow and narrow channel of the lagoon. Had a little fun, wetting each other, then came on board, arriving along side early in the afternoon. This morning the skipper went ashore with the woodmen, on a short hunt, but returned early, without any game. After knocking off, wooding this afternoon, the boat mate went ashore on a deer hunt; the party saw but one deer, and with his head one of them shot a charge of fine shot, but this did no damage and they were therefore obliged to return without their venison. Two of the boat steers were also off with another boat, fishing, returning at night with several turtles and red fish. Therefore all hands excepting the mate are at present on board, and he is supposed to be not far from us, as a fire was this evening seen on the beach a short distance to leeward of us and this probably denotes the arrival of the mate and a lot of dogs from the interior. The wood cutting is now entirely finished, and all the wood that we want is on board; two or three boat-loads of it yet remain on deck, and when this is stowed down, all the spare room in the hold will be occupied; this wood will be sufficient to last us the remainder of the voyage. Nothing of any account now remains to be done in the bay, and therefore our time here is now short. Next week we hope to greet the ocean wave, bound on our homeward passage.

Saturday, November 1st 1836. This date finds us on the high sea, more having sailed from Manabalan, in the afternoon of yesterday. The portion of the week just past which we spent in the bay was pleasantly passed in the manner we usually find our employment, and in understanding this we feel far more at ease to realize that every day we are now decreasing the length of our homeward journey. The termination of last week left us about ready to take our departure; the presence of the mate only was necessary to complete our entire readiness to leave for another part of the bay, and his proximity was indicated by a signal light on the beach near at hand. As it was late in the evening however when the fire was discovered sunset found his party were permitted to pass the night by the camp fire. Early on Sunday morning a boat crew were sent in for the mate while the remainder of the crew made preparations for getting under way. In the boat that was found ashore we took a quantity of flour, bread &c. to trade for cheese with the growers, the skipper not liking the idea of giving a whole tribe of them on board to feed. Arriving at the beach however as we had expected, the mate, his gun, and acquaintance and a chap



none, Mr. Bailey and some dozen or more greasers among whom we recognized  
 Comucha, Kowalito and a Comanche man called Jose, who for a short time  
 last season in the bay was employed on board of us. The greasers had come down  
 fully prepared for trading and were no doubt making great calculations  
 upon having, at least a couple of days board on board the boat but this  
 time they reckoned without their host, and when informed that the boat  
 would leave immediately they looked very sad. Some 20 lbs of cheese were hur-  
 riedly traded for on the beach then taking the mate and his present of a  
 small dog pup we bid a final adieu to the shores of Magdalena Bay in  
 that vicinity. Going on board the mate was full of his adventures in go-  
 ing to, at, and coming from the three different ranches which he had  
 visited during his absence. Upon arrival at the Park the skipper had  
 just got her underway with courses, topsails and jibs set, and taking up  
 the boat we then stood over in the direction of "fish cove", making all sail,  
 and being favored with a light land breeze. Reaching the vicinity of  
 the island near noon, we then took the sea breeze and commenced beating  
 for the weather bay. When near Pelican point a schooner was discovered in  
 the weather bay and from the description given by Bailey the hunter she was  
 at once conjectured to be the one in which he had entered the bay, viz. the  
 Eagle of San Francisco. We continued beating until four o'clock in the af-  
 ternoon, then came to an anchor in ten fathoms of water about two and a  
 half miles from the island shore, one mile from the schooner previously men-  
 tioned, and a short distance to the leeward of the entrance to the bay. The  
 captain and a boat crew then went on board the schooner and there re-  
 mained all that night. Monday morning the boat crew that were  
 absent arrived, bringing with them Capt. Claxon of the Eagle as we had  
 conjectured, and reporting the E with 100 lbs black fish oil, two months  
 from San Francisco. Her oil our skipper had bargained for and in the  
 course of the day a sixth gallon cask full of it was brought on board of us.  
 With the Eagle's crew our boys had had a fine gun the former being all  
 white men and mostly old miners. Through the day we stowed down what  
 wood was on deck, between decks. Skippers busy trading with each other.  
 In the evening a party from us were on board the schooner, gunning.  
 Tuesday, brought on board the remainder of the Eagle's oil, (eight tubs),  
 and in part payment for this quantity Capt. Claxon, among other ar-  
 ticles received from us a big hat, and the fiddle so long disgraced forth-  
 rant of a musician on board of us. After getting the oil on board in the  
 afternoon, the boys were at liberty to dance or run if they choose and  
 this privilege nearly all hands availed themselves. The 2nd. mate  
 and boat crew first started off, first circling the island beach and  
 then along this we followed them with the eye until the boat disappeared  
 around Pelican point to the leeward. The next to know was it up



Lewis boatswain or "cocker" a somewhat eccentric character, would go on  
 shore but over to the main land, and as a boat crew for this expedition  
 could not be obtained and one of the foremost hands started off alone.  
 Lastly, the mate and his boat crew left the bark, and going ashore on the  
 island we had a fine game of ball which was at last terminated when  
 the cover was knocked off. Returning we stopped on board the Eagle a  
 short time, and while there a boat left her bound off to Ficta lagoon, on  
 a detour. A foremost hand of our crew also accompanied this party with  
 a blunderbuss gun. Early in the afternoon our party returned to the bark  
 and at half past four P.M. the boat again left with the two skippers  
 and crew bound to Ficta lagoon fitted out with tent and provisions  
 to pass the night on shore. About six o'clock P.M. the other two boats re-  
 turned to the bark, the 2nd. mate having been down as far as First cove where  
 he obtained a few fish and rock oysters. The boatswain and his solitary com-  
 panion had been up as far as the big sand hill on the main, but seen nothing  
 remarkable, a fair wind had favored them both ways. Tuesday evening a  
 party of us were on board the Eagle, gambling and having a very agreea-  
 ble time, listening to the yarns of the runners, the cook and steward. A couple  
 of darkies also contributed much by their originalities, to the general en-  
 joyment. at 11 P.M. the gam broke up. On Wednesday we were busy deen-  
 ing out the boat for carrying four passengers. In the morning early our mate visited  
 the schooner to take breakfast there, but finding no one turned out there  
 he returned with an empty stomach, they evidently did not believe in  
 rushing things on board the Eagle. Towards noon the skipper's gang and  
 the schooner's boat both returned from Ficta lagoon where they were  
 hunting deer, but none of the party brought down anything more than pos-  
 sible, notwithstanding they had seen quite a number of deer. In the evening  
 we again went gambling on board the schooner, had a pleasant time, and  
 returned at ten o'clock, leaving the mate and one of the foremost hands  
 to pass the night on board the schooner. Capt. Clifton of the Eagle  
 stopped on board of us the same night. Thursday in the morning  
 we were short with the intention of leaving, but a calm prevailing in the  
 forenoon we were detained until the sea breeze set in, during which  
 time a boat crew were on board from the Eagle. With a light sea  
 breeze on about noon we got under way and commenced beating to-  
 wards the mouth of the bay, we continued to beat until 4.0 clock P.M.  
 when the breeze left us and we came to an anchor again in 15 fathoms  
 of water directly opposite the mouth of the bay, and some five or six  
 miles distant from it. The Eagle got under way also about the same  
 time that we did and in beating, we beat her considerably: she came  
 to four or five miles from us, under the lee of the island. Our sails  
 were clewed up, when we came to and allowed to hang thus all night.



Yesterday (Friday) in the morning breeze short, and with a light land breeze at 8 A.M. got under way and stood out. The schooner accompanying before coming the morning the Captain took a boat and crew and went on board the Eagle. At noon we passed the boats with studding sails set and shall after noon to await the Captain's arrival from the schooner. She is in the bay at that time and in a few minutes we observed her to come again in the bay, the skipper shortly after came on board stating that on board the schooner they had just seen humpbacks and would remain to see them awhile. We then squared away again and bid a last adieu to Magdalena Bay. . . . . Since leaving the bay and up to the present time fresh breezes from N.W. have continually prevailed. In the afternoon yesterday, we were steering S.P.E. down along the coast of Margarita island, which was visible all along to the Eastward of us. At night we kept off P.E. by S. Today Saturday we have been steering S.E. with all drawing sail set. In the forenoon saw a shoal of blackfish and luffed to get them. But they were ascertained to be going very fast and therefore it was considered unsafe to lower for them. After a long absence from the low latitudes we are once more rapidly approaching the equator. Every hour lessens the distance and conditions as to when we shall reach home are already at hand. This is a bad time to look ahead but having got fairly started on our journey home this is for both pardonable. One more port still remains to be visited, Turney must see us once more this voyage and then for Cape Horn and chilly weather again. Yesterday afternoon our situation was  
 Lat.  $24^{\circ}25'N$  Long.  $112^{\circ}38'W$  Today in Lat.  $22^{\circ}29'N$  Long.  $110^{\circ}59'W$



# The passage from Magdalena Bay

To

Tumbig, Peru.



Wednesday, November 8th. 1856. Slowly and somewhat tedious progress in our southerly course all the past week although during the first part of it, fresh breezes favored us; these breezes were on Sunday from N.W. and under all driving sail we were on that day steering S.E. by E. at night of the same day wind hauled to N.N.W. Monday breezes fresh from the Northward, steering to the Southeastward in the forenoon, afternoon keeping off S.E. with all sail set. Tuesday the fresh breeze was from N.N.W. and we were steering directly before it, to the S.E. all day with all sail set. This was the last of the fresh northerly breezes and in their stead from that day up to the present writing, a series of calms and light winds from the Northward have prevailed alternately. Ship manoeuvring to get to S.E. and E.S.E. but travelling slowly, under full sail all the while. At night on Tuesday all light sails and studding sails were taken in, we shifted to on the larboard tack hauled aback and lay



thus all night, during the run on account of the uncertain whereabouts of some small island or rock which was supposed to be not far distant from us. That night all hands left were busy summing up to find out where we were but wherever we might have been we certainly were not in dangerous proximity to land, rock or reef as nothing was seen either.

The employment of the sailors during the week has been somewhat varied but nothing very onerous has been required of them. The principal amount of labor has been expended on the boats, in getting up and painting them. And now we have finished and got them all of one color for the first time since long ago is the taste of our different boatsteers have varied very much respecting color. The Bow Boat with the rest has been neatly fitted up and Davis formerly the main boatsteerer having recovered from his injuries of last season has now taken command of her, having the color for his boatsteerer. In all whaling arrangements I think they will benefit us but little at the present state of the voyage. Wednesday & Thursday the sailors were employed in cleaning the forecabin and while washing it so that we now have quite a palatial residence. If the funny tribe seen this week porpoises have been the most plentiful having been around a number of times, in day & night - one was caught early on Sunday morning and another the same night. Tuesday afternoon a shoal of some sort of marine animals were discovered making considerable disturbance in the water and one or two spouts were observed but the fish could not be properly made out before they disappeared and then with a faint idea that they might possibly be sperm whales, all hands were called, and boats got in readiness for lowering but no sperm whales appeared, neither was anything else observed that denoted the presence of any species of fish save white water which was seen once after, what raised all this excitement was probably a shoal of blackfish travelling fast. Yesterday a frigate appeared and there was also seen a rudely constructed raft, built of heavy planks and timber. The latter we passed very near to, observed several albatrosses sitting upon with regal dignity and about it and the ship, when we passed, was an innumerable multitude of small fishes having some resemblance to a species which we used to catch in Magdalen Bay and call leather jackets. But these little ones refused to be caught with hook, about a dozen of them were however caught with the gillnet, and one dolphin was brought on deck in the same manner. Today another flock of timber was passed and once of the same description of little fishes were seen around it. This drift wood probably worked its way down from the Gulf of California. Dolphins have also been quite plentiful lately. Ever since our departure from the Bay the weather has been extremely fine and pleasant, and as yet there are no indications of a change, but one can never tell for sure.



is the locality which we are approaching abounds in all sorts of sea  
 or. The atmosphere notwithstanding our comparatively low latitude  
 still continues remarkably cool and monkey jackets are yet a very  
 useful article with us. Our situations lately, have been as follows

1st. No. 2nd. Lat.  $21^{\circ}N$ . Long.  $110^{\circ}12'W$ ; 3d. Lat.  $19^{\circ}18'N$  Long.  $108^{\circ}42'W$ .

4th. Lat.  $17^{\circ}24'N$ . Long.  $108^{\circ}42'W$ ; 5th. Lat.  $16^{\circ}37'N$ . Long.  $108^{\circ}17'W$ .

6th. Lat.  $16^{\circ}12'N$ . Long.  $108^{\circ}18'W$ ; 7th. Lat.  $15^{\circ}20'N$ . Long.  $107^{\circ}50'W$ .

8th. Lat.  $14^{\circ}44'N$ . Long.  $106^{\circ}52'W$ .

Saturday, November 15th. 1856. Still we  
 move, but very slowly. Week commenced with what may be terminat-  
 ed, or calm; and for the two first days of it the bark barely had stowage  
 way on. The air, if there was any, had a tendency to move in a South-  
 Easterly direction, and we were endeavoring to the best of our abili-  
 ties to make a S. by E. course. At four o'clock on Monday afternoon,  
 discovered what were pronounced to be a shoal of black fish, and the  
 Captain, Ind. mate and Davis lowered for them, but arriving among  
 the shoal nothing but a parcel of sharp fins, cowfish &c were found  
 and after vainly endeavoring for a few minutes, to strike one of the  
 animals, the boats returned on board. our boat, i.e. the mate's remain-  
 on board on this occasion in consequence of having been but just painted.

Tuesday at five in the morning a fin-back was seen, and this was the  
 immediate precursor of a breeze which sprang up from N.W. light, but  
 still most welcome. We then steered off S. by E. Soon after, caught a  
 cowfish, and immediately subsequent to this feat, the breeze having  
 accomplished its mission died gradually away and we were again bless-  
 ed with a calm. Just at night several fin-backs were seen, and this  
 at first caused considerable commotion. But when they were pronoun-  
 ced fin-backs the excitement vanished. At 3 o'clock Wednesday  
 morning a nice little breeze again sprang up from the N.W. and this  
 continued with us until 4 o'clock P.M. when a light squall from the East-  
 ward suddenly struck us aback, and for the remainder of the day we had  
 it nearly calm again. With the N.W. wind, we were steering E. S. E. and  
 every bag of dunnity spread. Several large pieces of drift timber were  
 driven through the day, and in the afternoon several hump-backed  
 fin-backs, grampuses, or some other insignificant species of the  
 whole tribe raised an excitement until they were pronounced to  
 be no good. For the first time this week, indications of rain were vis-  
 ible on Wednesday afternoon, but it did not make out much on  
 that occasion. Thursday had a light breeze from N.E. varying to E. all  
 day, ship heading, close hauled on the larboard tack from E. S. E. to S. S. E.























drift to S.W. and at 2 o'clock the morning wind went about again heading S. by E.  
 At 11 the wind S.W. by W. Grand Survant - the wind came to S.W. by S. and  
 then to S.W. by N. near night when it again went back to S.W. by W. and then  
 S.W. by S. Ship was hauled at low with the three black birds. - This na-  
 ture seemed to a large rock, with say, for we have scarcely time anything that may  
 be called work, excepting to make a few fathoms of seining stuff for special use.  
 Ship picked out a few time accompanied with the week and this has furnished  
 some of the best specimens of the same in the last two days.  
 On Monday the 10th of November at 11 o'clock in the morning. This forenoon a man  
 or officer was struck with an iron from the rig and hauled in on deck. He was  
 nearly dead when we came across him, and from his appearance we judged that it  
 was a common shark somewhere in his body as he was badly bitten in several  
 places and his tail was completely gone, this had crippled him so that he could  
 scarcely move through the water and we accordingly got him on board without any  
 difficulty. All pronounced him to be the largest fish of his kind that they had ever  
 seen. And as we were somewhat anxious to know how much he would weigh the steel  
 yards were got up and he was found to weigh a little upwards of three hundred pounds.  
 About this time, which would probably have weighed not less than forty pounds  
 more. His head alone weighed forty three pounds. After cutting some steaks for  
 the best part of the little local man, his carcass was again committed to the dog.  
 Trampuses, Cowfish &c. were also seen this forenoon. On Wednesday, a grampus  
 and a number of hollies were seen and in the afternoon the mate lowered in the  
 Haul Boat and caught one of the latter, a large one of the Loggia species, the kind usu-  
 ally found in the Loggia. On Thursday night saw a humpback, which was the only whale of any kind  
 seen during the week. The weather today has been remarkably chilly for the latitude  
 which we have been traversing. On Saturday at about 11 o'clock A.M. we crossed the equator  
 passing about 10 miles out to sea, and on Sunday the 12th we were in the  
 Tropics. Tomorrow, which port we hope to enter early in the evening  
 and our anticipation is already on tip toe as to how we shall find things there, and  
 what kind of a time we are going to have, but if we are allowed to go ashore on liberty,  
 there can be no general impression that a good time may be expected. Situation  
 follows

- 1st. Lat. 4° 05' N. Long. 85° 47' W. Deer. 1st Lat. 3° 35' N. Long. not obtained
- 2nd. Lat. 2° 35' N. Long. 85° 41' W. Deer. 2nd Lat. 2° 22' N. Long. 84° 1' W
- 4th. Lat. at 6 o'clock P.M. by the moon's altitude 1° 20' N. Long. not obtained
- 5th. Lat. 50° N. Long. 81° 51' W. 6th. Lat. 11° 8' N. Long. 81° 52' W.

Saturday December 10th. 1836. Finds the

time as we were lying at anchor off Sandy point after an absence  
 of five days. Left this two years. Calm and adverse winds have















































That which remained on board in the afternoon had nothing to do but eat coconuts, which some six came, were brought on board in the morning. Balsas were quite plenty. Tuesday, washed my dirty canoe, and after breakfast a boat rowed up to Lomitos to bring down the Captain, stopping at the point on the way up, of our course, and refreshing the inner man. At Lomitos we found the Captain accompanied by a couple of "hangers", all of whom we brought on board. The mate with one boat's crew was going around between the Callao, the Leonidas and the Lago the greater part of the day. In the afternoon, however, all hands happened to be on board, together, and so we broke out the blubber room and made a fire, to stew a lot of bone in. Which we are to freight home for the Callao. The Crowl, an officer who has been created during the past year stopped on board of us that afternoon on his way to the shore from the Leonidas, in the latter's boat, and while "he" was on board, by the boatsteerer of the Leonidas, in passing a pistol between the boat and the boat, accidentally dropped it overboard. The pistol belonged to the Crowl, and he was very anxious to get it, but I was obliged for it afterwards but could not succeed in catching it. After this mishap the Crowl stayed in the Callao and went on with him to remain on board for all night. The mate went on board the Callao towards night to see the bone stewed, and that there might be no more trouble in regard to the white man he came to deliver it, if that time should ever come around. After getting on board, we went on in burning a whole bullock that day saw a large merchant brig and a topsail schooner, off shore bound up towards Payta. In the evening a whole boat load from us, all from forward, went on board the Callao to have a good time generally, which I believe they succeeded in accomplishing, as the Callao's liberty watch, at least, all but six of them came on board that night, and of course they were well supplied with the "horrie distilled". Our boat returned at nine o'clock P.M. Wednesday morning at five o'clock we were rowed out, and found the boat with the Crowl with him, which we took on board and went away by the boat, in the performance of that job it between deck. The boat was broken up, I think, and the boat. After putting away our breakfast, the Leonidas watch rigged themselves up and at eight o'clock started for the town. They were informed before they started that they could not have any money, but this did not matter, which, for all hands had by this time become perfectly well accustomed to getting along without it. They had a boat all to themselves, and could have gone the whole way to town with it if they chose, but I believe they preferred landing at Lomitos, and taking the overland route for the town. We found the boat with the Crowl, and the captain, and the mate, and the Roberts, (the man who came with the Crowl), and started up the river, the mate with the bone gun, blazing away at the alligators on the way up, but doing them no harm. We landed our three passengers at Lomitos, where they took horses for the town, and we proceeded on up the river as far as Huilway's shore where I brought to, got dinner, and then went on to get the damar, but met















are gone, and the ship is now in the harbor. Today the brig was observed off shore, bound up the coast. — Among other captures the thirteen hundred lines, six barrels of oysters and a lot of pumpkins have been taken on board within the last two or three days, and now there is nothing to be seen with our telescope except the water.

Friday Dec 11th 1831. It is a beautiful day, and it is certainly a relief to be once more on the water, to feel the gentle heaving of the ocean's bosom with the fresh salt air to fan brows some-  
times weary with vexation, and clear the smudged brains with which the bad weather of that tropic has afflicted all those who partook thereof. — Sunday was rather a quiet day with us: a launch was got up, forward, in the morning in readiness to take up the anchor, as it was then the intention to leave before eight, as which

we did not do. At noon the boats were sent out to communicate with the Callao, Leonidas and Sonoma, the greater part of the day, and in the afternoon, they brought the Captain on board from the Callao, accompanied by Capt. Newlandy. The Callao in the afternoon, the mate went ashore in the pinnace, and one of the Callao's boats went on the shore to get some provisions for the ship. The ship was then left until ten o'clock P.M. and was then taken home by our boat. Considerable rain fell on Saturday, but the weather was fine all day Sunday. Monday was as dull as the day preceding, on board. One boat started off for town with the Captain quite early, and was gone all day. Miss Hathaway and Brown from the schooner of the river were on board of us nearly all day, and boats were around between the ships and Schooner, making short calls. At five came to anchor some distance off shore from us in the afternoon, probably on account of the light wind which prevailed. On the morning of the Captain, at night he stopped a short time at the Page, and then at the Callao to pay the skipper his farewell respects, as we ascertained when he came home, that the bark was cleared and he had brought down her papers: —

The Callao was also ready for sea, and just before sundown they hoisted short, and her sails were hoisted in waiting for a breeze. In the evening a boat came along side of us from the Leonidas for a short time, and reported that the small boat had nearly left them, there being only one case on board, and that improving it had not proved fatal to any of her crew, although they had suffered considerably with it. Thus Tuesday morning, feeling somewhat refreshed with the idea of leaving, all hands turned out pretty early, and at six A.M. we hoisted short and let the ship, and soon after got under way and beat out with a light breeze. The ship was then in the harbor, and in a few minutes we were out of sight. At some time, and stood up toward Ayta, and a couple of hours afterward the Callao started, following in our wake, thus leaving the harbor almost deserted, and nobody, perhaps, save the crew of the Page, to regret our departure. For the shore















a distance of twenty miles. High land was at this time snowed. Last night we were out standing in short tack, wind fresh from S.E. to S.E. by S. This morning the breeze was light from S and up to the present time has continued to blow from that direction. We have been working slowly to the windward all day on both tacks, and in sight to the E. (A.E. since Godiak AM) from which, on account of a barometer which prevailed it was inevitable. About the same time that this cleared away a snow. Hocking men raised and three boats were lowered in pursuit, but finding them were going quite fast we came on board without getting very near them. A *Murimpick* and nine blackfish were also seen through the fog but we did not lower again. At sundown to night Payla head was bearing S.E. by E. and the extreme point of land in sight to the leeward bore N. by E. Before to-morrow night, if we are ordinarily favored we expect to be near enough to Payla to send a boat in for letters which are understood to be there on the *Star*, and perhaps if we may get near enough for a good sight of the town from the bark. The few observations taken through the week have given situations as follows: time about 3 o'clock P.M.

Dec 24th Lat.  $3^{\circ}32'S$  Lon.  $81^{\circ}13'W$ ; 25th Lat.  $3^{\circ}39'S$  Lon.  $81^{\circ}39'W$ .

Dec 26th Lat.  $4^{\circ}33'S$  Lon. not obtained 27th Lat.  $4^{\circ}43'S$  Lon. not obtained.

*Satindae* announced. 1837. For the week ending today the weather has been fine the breeze has been favorable, and the time has passed off very pleasantly. The termination of last week left us off shore near Payla. There we remained during the night of Saturday last making short tack, with the wind light - from S.E. and on Sunday morning at five o'clock the land was discovered only five or six miles distant, to the E.S.E. we were at that time heading in shore, but upon discovering land immediately were around and stood off until we drew along by the intervening shores far enough to save Payla head, bearing S.E. by E. then went about again and headed off on it, on the starboard tack. At half past six AM. raised a shoal of something off the bow, which we were rather puzzled to designate; some seemed to think they were small sperm whales; the mate said they were blackish with their heads up and others did not dare to venture an opinion, but in order to decide the question the mate and I drove toward them and upon getting amongst them we found that everybody had been mistaken and the animals were enormous seals, the largest I ever saw. We endeavored to strike one of them but they were too cunning and the boats therefore returned to the bark. The wind was at this time very light, but it soon after freshened and then it did not require much time to bring Payla head in beam at a distance of some three or four miles. We were then at the mouth of the small bay which makes in here and at the head of which is the town. Continuing along the shore at a distance of three or four miles



from it, at 11 A.M. Payta bore in sight at a distance of about two miles, and taking the Indisnate and a boat crew, the captain started for the beach.

From a point at that time we had a fine view of the town which is a very good looking compactly built place of some eight or ten thousand inhabitants (I should judge), situated at the extreme end of the bay, and at the base of hills which rise abruptly to the S. and N. completely shutting off the breezes from those directions and thereby forming an excellent harbor deep and spacious. In fact this is about the only natural advantage which Payta possesses. The anchorage is open to the Sea only in the N.W. The coast to the Westward of the town appears to be a sort of high peninsula, extending out some fifteen miles, and consisting either of a kind of limestone rock, or whitish clay, entirely devoid of any sign of vegetation (whatever: not a tree, shrub, plant, or even a blade of grass is visible), and such is said to be the state of the country for miles around. The extremity of the point is rocky and abounds in numerous cañons formed by the action of the Pacific wave. In one instance we observed a large cavern of this kind extending entirely through the rock which formed an archway over it. To the eastward of the town, the land is low and level as far as the eye can reach. Some five or six miles from town in this direction we observed the hospital buildings, which are near the beach and at present are occupied and said to be well filled with victims of the small pox, which has prevailed here for a number of weeks. During at the anchorage, about half a mile from the town were two merchant ships, the steaming bark Mercator of New Bedford, and a number of small barks, balsas, and bungaloes, which belonged either here or of some of the adjoining ports, and are continually running along this coast. There were to be seen a few small boats for human rigged vessels, and the brig which we saw lying at anchor, and several others which seemed to be going out. As the canoes were very small, the largest of them apparently measured not more than an hundred tons and breadth of beam to thirty or forty, but even the smallest were square rigged from bow to keelson, with topsail, topgallant and even royal yards crossed, the latter about as long as a walking stick and supporting a sail about the size of a pocket handkerchief. It looked large enough for a man to venture to handle a sail on such small space. — We layed off and on, until five o'clock P.M. with a fresh breeze, and at this time the Indisnate came off with the boat crew, bringing only one or two letters and thus disappointed many who were confidently expecting to receive letters from Lima, Trujillo and the interior. The captain of the Indisnate arrived at Payta, and concluded to remain there overnight, so that we stood off shore for the night, with a fresh breeze from S.W. After dark the wind veered to the Eastward, and continued to blow freshly. We were standing off shore until about midnight, then



went around on the other tack, but shortly after the wind nearly all died away, and consequently when morning broke on Monday, instead of being near the land, as we desired, we were a long way off shore. Saw two sails, and the ship for which the second mate looked, and the boatswain pointed out to them. Strong light from off the land and blowing from about S. by E. Standing on both looks, the land bearing about S. by E.

While near the sea breeze set in from S. by E. and we headed up for Punta, in the morning, and arrived at the town at two o'clock P.M. where the mate, Mr. Davis, and myself with a boat and crew went ashore, passing on our way a number of the little boats before described, balsas and bungalos, some of which were lying at anchor, and some going out. It took us but a short time to reach the shore, where we went alongside of a regular wharf, built out in the water for us to come alongside of. Which is a very rare thing in ports that sailors usually visit this side of Cape Horn, and making the boat fast we stepped ashore in Punta. Our attention was first turned to loading the boat with a supply of fresh beef and onions, and getting on board a sailors chest belonging to George Nye, an old acquaintance of myself and several more of our crew, who had been left at the hospital by ship Triton of New Bedford, under the protection of the U.S. Consul, and who is now bound home as a passenger, on board the *Arab*. After this was accomplished we had a few hours liberty to look around the town in, which we made good use of, and found that Punta fully came up to the good opinion which we had formed of it, off shore. The houses are very neatly built, some of wood, some of stone and some of brick, mostly two stories in height and of the most plain and simple style of architecture. There are several churches in the place, which also bear no architectural pretensions, but are well and neatly built of stone. Stores are numerous and we visited quite a number of them, making some trifling purchases, all of them were well filled, and the goods tastefully arranged as in our own country. By far the best building, and one that is most conspicuous from the bay, is the custom house which stands near the wharf close by where we landed. It is a large rectangular building of wood, surmounted with a neat iron roof which rises from four sides in a pyramidal form to the centre. A covered portico extends entirely around the building to the height of the first story, giving it a business like air which of late years we have been unaccustomed to see in buildings of this kind. A theatre was also observed on the central part of the town which had been recently closed on account of the departure of the shipping, but the play bills of the last performances were still remaining posted in conspicuous places all over town, printed in Spanish of course, but reminding us very forcibly of the streets of our own Atlantic cities. In the course of our travels we visited the establishment of Capt. Killman, the man who took the Kanaka boy John, from us in Tumbes two years ago: here we found the young Kanaka who



had grown but little since we saw him last: he manifested the most stolid  
 indifference towards us that I ever saw exhibited, and would scarcely deign to  
 notice us, although he evidently knew who we were: we talked to him in English,  
 but he could not speak a word of that language, and it is almost impossible  
 that he could thus forget it. During the day, however, he could answer a  
 question in a manner, flatter, and that is, as far as we could get, out  
 of him although we were told that he could talk the language as  
 well as the native boys of his age. Capt. Hillman informed us that  
 he was formerly a sailor, and required considerable attention. He was  
 evidently a prisoner amongst the boys for when we saw him he had one  
 eye blacked, and face scarred in several places. He seemed well satisfied  
 with his situation and said "No" when asked if he would like to go  
 home: that is, the greatest misfortune which the natives of Payta  
 have to submit to is the scarcity of fresh water, the prime necessity  
 of existence. We were made perfectly sensible of this during our short  
 stay, it being impossible to find a drink of good water in the place, and  
 whenever we did get a drink of such water as they have to use altogether,  
 it was given to us grudgingly, for fresh water costs something in Payta,  
 and is too scarce to be wasted. All that is used here, has to be brought  
 a distance of some fifteen miles, this being the nearest stream of fresh water  
 in that vicinity. "Gauke" ingenuously would soon obviate this difficulty and  
 have that stream running through Payta, but the Peruvian idea is not  
 sufficiently advanced to consider quite anything of that kind, and so from  
 this little river, which empties into the ocean just to the northward of Cape  
 Blanco, they bring all the water on the backs of jockos, each animal  
 carrying, sometimes one, sometimes two, long earthen vessels on each  
 side, which are fastened to the back of the animal which carries them on his back,  
 and then at a snail's pace they travel through the sand from morning  
 to night. From the bank we could see a continual caravan of them, com-  
 ing and going, straggling along the beach to the eastward of the  
 town. There were but few drinking shops open but those we can-  
 not be contented of course, always finding the bar better taken  
 than at Lima. The people generally, are from their more frequent  
 contact and association with civilization, much more refined than at  
 Lima, although living under the same government, and at a dis-  
 tance of only about one hundred and eighty miles. The senoritas are  
 fairer, more sociable and more accommodating, which of course ac-  
 counts for the aforesaid refinement, for women rule the world every-  
 where. It is the lack of female society in Lima that renders that  
 place most loathsome in the eyes of the seafaring community, who  
 as a general thing dearly like the ladies. The women had but little  
 time to do the agreeable to the ladies, as we wanted to visit our



limited time squaring round the ship to ~~meet~~ <sup>visit</sup> with of note and see all that was to be seen. It was a bad time to see much "life" as what renders the place lively is the presence of a large fleet of shipping, both wharves and merchantmen, that frequently visit this port, and then is the time to enjoy the view. But we had travelled all around, and the time was near for our departure, and at six o'clock P.M. the skipper concluded that it was well to go on board, and so drumming the boat crew together he bid farewell to Regla and embarked once more, leaving Terra Firma for ever, but with the expectation of trading it next in our own native land & in our way. We took with us George Nye, our passenger, before noticed and with a fair wind got under the bark in three quarters of an hour, unloaded the boat and took her on the cranes, then braced forward and with the breeze fresh from S. stood off shore, heading N.E. & W. and when the setting sun sunk beneath the western horizon we took our reserved look at the "Spanish main". In the fore part of the night the wind hauled to S by E and later to S.E. we then headed S.W. with the lighter sails & on Tuesday morning set fore top gallant sail, breeze fresh from S.E. and S.E. by S. all day, veering from S.S.W. to S.W. by S. Saw a "sun" in the forenoon and also a shoal, "Blackfish" with apparently a fine "chum" striking some of them, but being in somewhat of a hurry, we did not lower. Another shoal were raised in the afternoon and the boats were got out ready to lower, but ascertaining they were going very fast the idea was abandoned. Finbacks were also around all day in great profusion creaching and kicking, some of them coming close to the ship, one of these latter the mate shot a ball into, and from the way he straitened himself when the ball entered him he judged it must have hurt him pretty badly. Wednesday breeze continual fresh from S.E. by E. to S.E. by S. Sailing ship under all sail, heading to the Southward, on the wind. Saw Crabs, porpoises, finbacks, dolphins and a large turtle. For the latter lowered the Wain-Boat, but could not catch him. Thursday entered in the month new year that we have seen during this memorable voyage. The weather was fine and the wind fresh from S.E. to E.S.E. ship under all drawing sail sharp on the wind with the larboard tack aboard, heading to the Southward. Porpoises around plentifully all day. Watched long making a new main top mast stay sail. At night there was some appearance of sunny weather and the light sails were taken in, but the breeze continued about the same, being accompanied by some rain. Friday morning again made all sail, wind S.E. and blowing fresh, heading S.S.W. Many porpoises in sight, as on the preceding day. Finished the main top mast stay sail. Today (Saturday) breeze has continued about the same all through the day, varying from S.E. by S. to S.E. and under all drawing sail we have been gayly dancing along to the S.S.W.







and if this proved to be the case we were certainly  
 in no favorable position. But the <sup>two</sup> males  
 soon began to get better and' disappeared our loss  
 and for the last two days he has been on deck  
 against the porpoise around the ship on Tuesday  
 night. Wednesday morning again took in the light  
 sails with wind exactly strong. At 7 P.M.  
 started the jib junks. Out on a tack for the  
 night and next morning jited a new one.  
 The Captain taking the <sup>two</sup> males watch during  
 the illness of the latter. Thursday forenoon with  
 breeze strong and somewhat squally and rainy  
 came down to single reefed topsails & courses,  
 yet there was no necessity for reefing -  
 In the afternoon set all drawing sail again  
 and put out the new jib junks. Ship jited  
 around through the day. In the fore part of  
 the night took in light sails again and later  
 brought reefed both topsails with a good  
 whole to bear, breeze. Friday morning the wind  
 got a little farther to the Eastward and blew from  
 S. by E. giving us one point more as our course  
 was S. Turned both reefs out of the topsails and  
 "let her run." Raised a ship in the morning  
 steering S. by N. In the afternoon single reefed  
 the topsails and a short time after unreefed the  
 reefs out again. Through the night the breeze  
 continued strong from S. by E. with frequent  
 squalls and some rain. We were obliged to  
 crew up and crew down frequently and in  
 one of the squalls brought reefed both topsails but  
 unreefed the reefs out again before morning.  
 Today the breeze has been blowing fresh from E.  
 or after cloudy and squally with occasional  
 light showers. Made all sail this morning but  
 the necessities of the wind. As higher as to crew  
 up light sails once or twice. Ship steering S. by  
 forenoon in the afternoon S. by N. The evening the  
 weather is more pleasant the breeze steady and the  
 night tide fair to be a fine one. Course  
 again altered to S. We have had but little to  
 concern us during the past week with the



Exception of cleaning up sails and setting them  
again, a great deal of which was entirely  
unnecessary. Tuesday and Wednesday Mr. Norr  
employed patching up old sails which amounted  
to more than all the rest of the week's work put  
together. As we are now fairly "homeward  
bound" there is considerable speculation  
as to how long it is going to take us to reach  
our final destination. Common sense considerably  
in regard to this, does say that we certainly  
ought to reach home by the 1<sup>st</sup> of May, while  
others assert that Mr. Phall is "ordinarily" arriving  
in time to celebrate the Fourth of July here.  
Time however must solve this riddle if it is  
solvable at all. So far we have got along very  
well, and although the "Arab" is not much of a  
clipper, still as we are on the "favourable" side  
of Cape Horn with the current in our favour  
also the greater part of the way, I think it would  
not be asking too much of the old boat, to take  
us home in four months. At all events I'll  
give her all the notice she has ever manifested  
to my prospects.

Situations through the week as follows:

- Jan 4. Lat. 11. 14 S. Long. 89. 49 W.  
5 - Lat. 12. 37 S. Long. not obs.  
6 - Lat. 14. 13 S. Long. not obs.  
7 - Lat. 16. 03 S. Long. 91. 18 W.  
8 - Lat. 17. 33 S. Long. 92. 22 W.  
9 - Lat. 19. 10 S. Long. not obs.  
10 - Lat. 20. 45 S. Long. 94. 00 W.

Saturday, Jan. 17<sup>th</sup> 1857  
The bark just arrived at a close. Opened from the  
harbour the Sunday continuance with a light breeze from  
the S. and the breeze pleasant. The S. close hauled on  
the wind making short tacks. About ten knots  
on Sunday the wind hauled to E. and setting the  
sails we cleared. In a short time the wind  
hauled to E. 14 S. and the Sunday sail had to  
come in again, through the remainder of that day and



on Monday forenoon the breeze continued fresh  
 from E. by S. with weather cloudy and  
 squally which kept up a continual clewing  
 up and clewing down hoisting and lowering  
 and furling and setting of the lighter sails.  
 On Monday kept off S. by N. Clewed up  
 forenoon breeze but not disappointed in regard  
 to the small vessel we clewed up for as  
 it did not come Monday afternoon wind  
 hauled to E. N. E. set Studding Sails but at night  
 were obliged to take them in again as the wind  
 hauled back to the Eastward through the night and  
 up to noon on Tuesday the wind was blowing  
 fresh and squally running from E. N. E. to E. by S.  
 and keeping up much work taking in and  
 setting Studding Sails according as it changed.  
 And if the wind did not change it was enough  
 to keep us busy at this. The weather was clewing  
 up and down again. Seemingly to take a great  
 deal of delight in making no sail ahead at the  
 running puffing and blowing squalls which he  
 continually saw coming up. Ship steering S. by N.  
 Tuesday afternoon the breeze died away hauled  
 to S. and thus was the weather up to the break of  
 water. We had encountered one number of  
 Sails preceding. Ship headed N. N. W. until  
 evening when the wind hauled back to E.  
 blowing fresh and steadily and under all  
 working sail we steered S. by N. with weather  
 fine and free from squalls. In the night wind  
 hauled to E. by S. Wednesday breeze light from  
 Eastward all day steering S. by N. under all  
 sail. Starboard watch favoured with the  
 shot of new lanyard in the main rigging.  
 That night the wind hauled to S. S. E. and we  
 went S. N. Thursday fresh breeze from S. S. W. in  
 the morning with which we made two short tacks  
 and then favoured by its hauling to E.  
 steered S. under these circumstances must necessarily  
 set except Studding sails which should dip  
 have been in use. Starboard watch busy with the  
 main rigging. Saw "White Water" in the afternoon



for which we luffed to and stood on the wind until the  
 object which had attracted our attention was  
 pronounced a jumper. Night wind hauled to  
 S. S. E. again. And nearly did again to the  
 morning, making S. W. today we had a dead  
 calm nearly all day, and an almost deathlike  
 silence prevailed in our locality which was  
 not disturbed by the ripple of a wave, or  
 reaching of a fish, or a shout from the  
 mast head. With the stillness of the  
 carboard watch eased themselves in turning up  
 the fore-top mast rigging. Just before night a  
 light breeze sprang up from the S. E. by B. And  
 gradually it faded off towards S. W. by S. From  
 that time through the day just passed and up  
 to the present hour the breeze has faintly blown from a  
 southeasterly direction and with very much of a  
 streak. It catches in slight gusts, scarcely  
 blowing us more on over the ocean, swirling  
 surges in the room of the mighty deep. But  
 ere long we look for a change. For gradually  
 we are approaching those latitudes where the  
 winds north the rarer and the glacial waves  
 which we now behold is blackened with the  
 dense clouds down and rolled along in mountain  
 billows surmounted by their frothy caps of foaming  
 surge which curl in angry, sear, around the  
 distant dark and mournfully, as though  
 lamenting their inability to quell the huge  
 but waves so skosh on their way, break.  
 It is a scene to attend the meeting of two  
 mighty oceans. But spare the land the  
 receiving of catastrophe in your ramble. This  
 time for your eye was tedious reefs - Case  
 down - she served you faithfully when that word  
 down - No suggestion of your billows, set back  
 by your currents and how beat by your  
 adverse winds, and yet so meekly, for it all  
 waiting your own good time. I at her side is  
 now in chains for her many misadventures, grant  
 her a speedy redemption from the peril where  
 she shall enter my second domain.



Morning saw a lumber breaching. The larboard watch  
began at the fore top mast tugging through the day -

Jan 11. Lat. 22.17 S. Long. not observed.

12. Lat. 23.50 S. Long. 95.16 W.

13. Lat. 25.33 S. Long. 96.18 W.

14. Lat. 26.43 S. Long. 96.56 W.

15. Lat. 27.19 S. Long. not observed

16. Lat. 28.18 S. Long. 98.54 W.

17. Lat. 29.04 S. Long. not observed.

Saturday, Jan 24<sup>th</sup> 1857.

Changeable weather and fluctuating winds have been  
the principal features of the week ending today.

Friday morning was ushered in by a calm and a  
rain, at 9 A.M. a light breeze sprang up from  
the N. dispersing the clouds that covered the sea and  
pulling the trading sails and main royal stowed  
off S.E. by S. At 4 P.M. the breeze hauled to S.W.  
and later still hauling still farther to the Southward  
we had it through the night varying from S. to  
S.E. by S. standing in short-locks under all sail.  
Saw one or two ship tracks a few flying fish and  
not at night something resembling 'whale' was  
not fairly made out but supposed to be a  
humpback. This we considered 'every body's' under  
the circumstances for it was rather dull times.

Sunday breeze fresh from S. by E. the wind to the  
sea bearing to windward under all sail. In the  
afternoon the wind hauled to S.S.W. and through the  
night we had it strong and squally from S. by W.  
We came down to double reefed topsails and courses,  
and once for a small boat in mainsail, jib and  
spanker, but set them again soon. Larboard watch  
working at the topmast rigging by Monday. In  
Tuesday the wind got around to S.E. blowing strong  
and squally, and a calm hauled by some cir-  
cumstances, to windward and out both tacks under a  
double reefed jib, and single reefed main, topsail,  
courses, jibs, etc. Heavy squalls in the forenoon  
frequently obliging us to haul up mainsail and  
spanker and haul down it until the wind



tulled again. Sailed right the wind hauled E. by S.  
 and moderated so that we set whole topsails,  
 main top gallant sail, and main topmast stay sail.  
 Thursday breeze light from E. by N. and weather clear. Steering  
 S. by E. On this day we finally finished up  
 the fore topmast rigging. In the middle watch  
 that night the wind hauled to N. E. by E. and  
 every day that we had sent excepting Sunday  
 sails was set. Thursday breeze light from  
 N. E. Course S. S. E. set topmast and lower  
 studding sails. Watches were getting up to stops  
 forward backstays and fore top gallant  
 rigging. Sent down the main royal repaired  
 and sent it up again. Also sent up the rib,  
 and sent another in its place. Saw a shoal  
 of black fish and caught the ship right through them  
 but did not lower. Saw also a beach for  
 which we came to the wind but ascertaining  
 it to be a sump, again kept off. That night  
 wind hauled to N. Friday very rainy and  
 breeze light varying from N. to N. W. which  
 kept us continually hauling in and setting  
 studding sails, steering S. S. E. In the afternoon it  
 cleared up for a while but rained again through  
 the night which was sufficient to cause for the  
 night to keep as at night. With great sails, although  
 then was but little wind. This morning when the  
 Larboard watch came on deck we found the breeze  
 fresh and squally from N. N. W. and a good  
 prospect for a rainy day which has been  
 fully realized. Course S. S. E. through the day.  
 In the forenoon took in studding sails and kept  
 sails for a heavy squall but made sail again  
 as soon as it was over. Soon after that wind  
 hauled S. by N. bringing us about S. E. and  
 continued to freshen and haul gradually until  
 it blew quite a heavy gale from S. by W. which  
 we were heading S. E. by E. Course coming to  
 South by East. Top sails and fore sail but the  
 wind moderated again before the afternoon watch  
 was out so that the top sails and main topmast



Sails were set and the *Tramie* on her the old bark  
with every thing set out. The fore top gallant sail  
steering N.E. by E. with breeze fresh from S. and  
made *Elisaveth*. Progress for the week as follows:

Jan 18. Lat 29. 24 S. Lon. 99. 56 W.

20. Lat. 30. 19 S. Lon. Not Obsd

21. Lat. 31. 03 S. Lon. 100. 06 W.

22. Lat. 32. 06 S. Lon. Not Obsd

No observations were taken on the 19<sup>th</sup>, 23<sup>rd</sup>, 24<sup>th</sup>.

Saturday. Jan. 31<sup>st</sup> 1857

The steering of the *Tramie* was attended by  
a continuation of the circumstances attendant at  
the close of the last entry. On Sunday afternoon, the  
breeze got around to S. by W. and we were heading  
S. by E. *Porpoise* came under the bow several  
times but all our attempts to catch one  
were ineffectual. After sunset the breeze  
hauled another point to the S. and gradually  
died away till it finally left us in a dead  
calm. On Monday morning a light breeze sprang  
up from the S. E. which hauled gradually to  
S. by E. and falling steadily sails were steered  
S. by E. This state of things in the afternoon  
was superseded by another calm, but just at  
night another light breeze sprang up from N. E.  
and making all sail again we bore more  
steered our course, set up the jib, jumper and  
took the row boat in on deck. Monday night  
wind hauled to E. N. E. and from that time until  
about noon on Tuesday a light breeze  
continued to blow steadily varying from E. by N.  
to N. E. by E. under all drawing sail we were  
steering S. by E. during this time. Tuesday saw  
porpoises and *framences* several times. *Porpoises*  
were also under the bow several times that night  
and in the middle watch the mate struck me  
which we did not succeed in felling on deck soon  
after they came around again and Portuguese  
from of our water got out on the mastingale  
and struck one before the mate knew anything



about it. This one we also lost after holding on to him  
 a minute or so. The mate got exceedingly mad  
 because he was not called on this occasion  
 and damned the poor Portuguese all manner  
 for presuming to interfere with what he always  
 seemed to consider one of his sacred rights.

Wednesday a slight change took place in  
 wind and makes the wind hauling to N.E. by  
 N. and blowing somewhat faster. Course was  
 also changed to S.S.E. At 10 P.M. rain set in  
 and continued all night. The wind also hauled  
 to N.N.E. and increased so that we took in  
 studding sails, and all the light sails. Thursday  
 strong breeze from N. all day. Steering S.E. by  
 S. under all drawing sail. Thick fog and  
 some rain which obviated the necessity for  
 standing mastheads that day. Set the boats on  
 the upper cranes for better security in rough  
 weather. At 7 P.M. hauled up S.E. and took  
 in the main royal. 9 P.M. wind hauled to N.W.  
 shifted over the studding sails and curled the  
 mainsail. At 10 P.M. the wind again hauled  
 to S.S.W. and all the light sails (excepting the  
 main top gallant sail) were taken in. Middle  
 watch the wind hauled to S.W. and the weather  
 became pleasant for a while. Made sail  
 steering S.E. Friday fresh breeze continued from  
 S.W. ship steering her course S.E. under all  
 sail. Weather hazy and slightly foggy but  
 not sufficiently so to interfere with the masthead  
 or booms. Came under the way. one was struck  
 and lost. Light breeze in the first watch hauled  
 to S. by E. heading E. by S. Middle watch calm.  
 Morning watch pleasant weather and light  
 breeze from W. by N. steering S.E. by E. With all  
 sail set today (Saturday) fresh breeze ranging  
 from N.W. to N.N.W. under all drawing sail.  
 steering S.E. by E. Saw porpoises which were  
 very thick and took them to. This morning  
 the wind hauled to S.W. and so continues up to  
 the present time. Business on board has been  
 rather dull this week owing to the want of



anything to keep no busq. There is a good stock of  
 gunnet & gun yarn & sewing stuff &c. on board -  
 the sails are all in good order, and the rigging  
 is all fitted up in good shape so that we  
 get around Lake Broom and out in frame  
 weather on the other side. There is but little chance  
 to find employment for the matches, but the  
 business of the matches, the excitement of  
 catching porpoises and the necessary ship's duty  
 have been sufficient to keep off boredom  
 (which by the way is very imperfectly understood)  
 on board a whaler. Besides this we can  
 always kick up an argument in the fore-castle  
 and talk safely about something of which we  
 know nothing, and to add still more  
 variety to the proceedings of this week on Tuesday  
 the mate gave the Cook a flogging and darted  
 him into the duck boat for making use of  
 some expression towards him which he considered  
 infringed upon his dignity as an officer of  
 the ship. With the porpoises we have seen  
 of an ordinarily unfortunate this week, for  
 just with sandwich they have been under the bows  
 frequently and some half dozen of them have  
 been struck - yet to our best we cannot  
 raise a single "porpoise tale". The weather  
 is now falling & becoming chilly, reminding us  
 continually that we are fast approaching  
 higher latitudes and that Lake Broom must greet  
 us soon. In anticipation of this everything has  
 been secured and put in order for rough  
 weather so that it won't take us marvellers when  
 it does come. Progress this week as follows:

Jan 25.	Lat. 36.34 S.	Long. 96.43 W.
26.	Lat. 37.00 S.	Long. not obs'd.
27.	Lat. 38.05 S.	Long. 97.54 W.
28.	Lat. 40.13 S.	Long. 98.08 W.
29.	Lat. 42.26 S.	Long. not obs'd.
30.	Lat. 44.08 S.	Long. 96.13 W.
31.	Lat. 45.11 S.	Long. not obs'd.



Saturday, Feb. 7, 1857.

The close of the week ending this date, found me prostrated with a severe sickness, but up to the 5<sup>th</sup> from my own Memoranda the following is a summary. On Sunday, Feb. 1<sup>st</sup> the breeze was fresh from S.S.W. through the day, and under all drawing sail we were steering E.S.E. Weather cool and Albatrosses growing plenty. These birds are scarce ever met with inside the Trobies. At 5 P.M. wind hauled to W. and later to N.W. by W. Course the same. In the middle watch that night the wind hauled to S.E. and was accompanied by rain, which continued until morning. During this time we were on the wind heading E.N.E. Monday strong breeze from S.E. all day and pleasant weather. Heading E.N.E. under whole topsails and courses. Night wind hauled to E.S.E. Racking as off at N.E. until 2 o'clock when we were shifted and headed S. on the other tack. Breeze dying away gradually and weather cloudy with occasional showers. In the morning watch a dead calm prevailed. Tuesday at half past eight A.M. a light breeze sprang up from N.S.W. which gradually freshened and hauled to N.N.W. in the afternoon. Weather pleasant through the day with the exception of light rain in the morning. Ship steering S.E. under all drawing sail. That night strong breeze squally and rainy. Last watch breeze from S.W. steering E.S.E. took in all the light sail. Main sails, jib, and spraker, and both reefs, both topsails. Middle watch wind hauled to S.S.W. Flowing very strong and increasing until in the morning it blew a perfect gale. We were obliged, as I had twice once more, furled fore topsail and foresail, close reefed main topsail and hove to, heading E. by S. Weather very cold with rain and hail. I shall never have occasion to remember this night as long as I live. For it brought on a fit of sickness which nearly cost



me my life. Her watch was on deck but when the foretop sail was taken in, in the worst of the disagreeable weather and I was at the lee, being with a couple of perfect "greenies" furling the lee yard arm. What a tier all but we three had gone down, let the sail escape, and got the gaskets foul, so that it took them about half an hour to get the sail up again and the gaskets clear. I could not render them any assistance being obliged to take care of the bunt of the sail and await their motions. I was rather slightly clothed and had not felt very well for a day or two preceding so that the wind blowing a hurricane and the rain and the hail pelting away at me proved rather too much for my physical condition at the time and I caught a severe cold. On Wednesday noon the gale began to moderate and the weather became more pleasant. About noon with the breeze shifted from S. W. by S. set a reefed fore sail and cleared S. E. by E. In the afternoon let both topsails double reefed and turned the reef out of the fore sail. In the first watch that night the fore topsail was double reefed from an anticipated squall which did not come however, and in the middle watch the reef was turned out again. Toward morning the wind hauled a little to the Westward and moderated considerably, but a heavy swell was running, caused by the gale which we had just experienced, which prevented us from making any more sail. Weather very cold with considerable rain. Thursday in the forenoon the wind hauled to S. S. W. let a reefed main sail, reading S. E. P.M. turned the reef out of the main sail. Strong breeze from S. S. W. leading S. E. at night I was obliged to give up and go below, acknowledge myself sick and take a dose of calomel & jalap which I afterward had reason to believe was injurious, but this and "salt" are the two



universal plumbies on board a whale ship, and as my case was supposed to be to deliberate for "sally" of course the Calmuel and Jalap would meet its exigencies. From this time forward for a while the Journal is continued as copied in substance from the mates log. The only other record on board the ship, Feb 24<sup>th</sup> being the next date on which I was able to guide the ship, and then with difficulty. Thursday night the wind all died away to a dead calm, and on Friday morning, a light breeze sprang up from N. by W. set all sail and steered S. E. by S. by M. fresh breeze with squalls of fog. On this day I remember myself as being no better of a very bad cold which had settled all over me, and threatened a fever. Friday night squally, hauled up S. E. by S. took in light sails and double reefed the top sails, wind increasing. Saturday moderate gale from N. W. heavy sea running and weather foggy and rainy. Steering S. E. in the forenoon, in the afternoon wind from N. and more moderate. Shook reefs out of topsails and set main top gaff sail steering S. E. by E. Night breeze all died away again, calm and rainy. I recollect myself as being still more ill at that time, and very restless and uneasy.

Progress for this week as follows:

Feb. 1 <sup>st</sup>	Lat. 46.50 S.	Long 94.54 W.
2 <sup>nd</sup>	Lat. 47.40 S.	Long 94.10 W.
3 <sup>rd</sup>	Lat. 48° S.	Long 90.10 W.
4 <sup>th</sup>	Lat. 48.53 S.	Long 88.30 W.
5 <sup>th</sup>	Lat. 49.48 S.	Long 86.45 W.
6 <sup>th</sup>	Lat. 50.43 S.	Long 85.50 W.
7 <sup>th</sup>	Lat. 53.12 S.	Long 84.45 W.



Saturday, Feb. 14<sup>th</sup> 1857.

On Sunday last, work commenced with a calm but before noon a fresh breeze sprang up from the S.E. which soon increasing brought in the light sails and rendered it necessary to couple up the topsails. Leading on the wind to E. N. E. ready to well running from S. W. In the afternoon the wind increased to a moderate gale from S. E. attended with fog and rain, took in sail and rode to under a close reefed main top sail, fore top mast stay sail, and main spence. At sunset strong gale from S. leading E. My recollections of this day are somewhat confused and indistinct but I remember that as I lay in my berth scarcely able to move around half the fore-castle seemed a perfect pandemonium, as though all the boys were trying to see who could make the most noise, although I suppose they were more quiet than usual in consideration of my illness. They jested happily on my nervous organization and through the night I was slightly delirious. The gale hauled off S. E. that night and moderated a little. On Monday at 5 A.M. rode around to the S. S. W. Saw a fine moon. Off to the N. W. in the afternoon the gale increased again still continuing from S. E. with a bad cross sea running. Ship rode to under same sail heading to the N. W. I recollect that in this day in the forenoon I had a high fever and came to the conclusion that I was going to be seriously sick. I remember that I was taken from the fore-castle and carried aft to the 2<sup>d</sup> mate's stateroom for more comfortable quarters and better attention. This I was aware of while they were on deck with me, carrying me aft, but from this time forward there is a blank in my recollection in which for aught I know the whole world may have been revolutionized. I do not even recollect packing the stateroom aft. The gale moderated considerably on Monday night and Tuesday morning at 5 o'clock rode ship heading E. N. E. and set double reefed



main topsail and fore sail. Soon after set whole  
 topsail, main sail and fore sail. And  
 came up E. by N. breeze from S. E. by S. on the  
 afternoon wind hauled to S. by E. set main  
 top gallant sail reading E. by S. Squalls for  
 prevalent all day. Night winds hauled to  
 N. W. and was accompanied by some rain.  
 We then steered straight S. E. and under all  
 sail the ship was heading to the Eastward. In  
 the afternoon a dead calm. Watch boys  
 beating out water and provisions. At 4 P.M.  
 took squall and breeze from S. E. and  
 taking in all the light sails stood E. N. E.  
 Saw a ship in the afternoon steering N. W.  
 Night light breeze from S. Close hauled on  
 both tacks. Thursday morning wind hauled  
 to W. S. W. and squaring away M. Slept  
 S. E. by E. Saw another ship steering N. W.  
 P.M. fresh breeze and squalls from W. with  
 rain. Steering S. E. under all sail. Leaves  
 swell running from S. W. Night strong breeze and  
 squalls, took in the light sails and double reefed  
 the topsails. Friday breeze continued fresh from  
 W. set whole topsail, courses and main top  
 gallant sail and changed the course to E. S. E.  
 P.M. kept off E. Saw a ship also steering  
 to the Eastward. Night wind hauled to N. W.  
 passed a ship which was standing to the  
 S. W. Saturday at 5 A.M. took a squall from  
 the N. W. which tumbled the main & top gallant  
 sail and double reefed the topsails. From this  
 time forward the wind increased gradually.  
 and at noon blew a moderate gale. Ship  
 steering S. E. under double reefed topsail  
 and fore sails. P.M. wind hauled to W. and  
 leaves squalls very frequent. took in the fore  
 top sail. Close reefed the main and steered  
 S. by N. Heavy sea running. Ship rolling  
 heavily under and shipping considerable  
 water. Toward night steering to run our longer  
 took in the main & top sail and fore sail. And  
 huffed to on the Eastward tack heading to the



Southward under a fore topmast stay sail and  
main spruce. At 7 P.M. set a fore rigged  
main top sail. The gale continued heavy and the  
sea ran high all through the night but through  
all of this delectable weather in unconscious  
oblivion. I lay with a raging fever, numbed  
of the vice weather of the storm king, and  
undisturbed by the threatnings of the  
mountain billows. Latitudes and Longitudes  
for the week as follows:-

Day 8. No observation

- 9. Lat. 53.20 S. Long not told.
- 10. Lat. 53.14 S. Long not told
- 11. Lat. 54.06 S. Long 81.31 W.
- 12. Lat. 54.55 S. Long 80.38 W.
- 13. Lat. 56.36 S. Long 77.25 W.
- 14. Lat. 57.28 S. Long 73.00 W.

Saturday, Feb. 21<sup>st</sup> 1857.

The gale from the W. which the preceding week left us  
in moderated somewhat on Sunday forenoon  
and at 9 A.M. setting loose reefed top sails  
and fore sails. Steered S.E. by E. A ship was  
in sight in the morning which was shortly made  
out to be the Albion of Fairhaven and at 7 A.M.  
she ran across our stern and spoke us, but  
it was blowing so that nothing could be  
understood. Longitudes were exchanged and  
round to dinner but little. Then she luffed  
to the leeward, hoisted her main top gallant sail  
flew out her off ropes and was off with a  
rush. The Albion was bound homeward to  
the E. N.E. In the afternoon the gale moderated  
considerably, but a heavy sea still continued to  
run. Single reefed top sails were set and at 7 P.M.  
the main top gallant sail was set over the dingy  
reefed main top sail. That night at 3 o'clock the  
wind hauled to N.W. and rain and heavy squall  
set in. Took in main top gallant sail and con-  
nected the top sails, steering E. N.E. Wind and  
weather continued about the same until Monday



afternoon when the wind hauled to N. and flew strong  
 in squalls steering N by E at that time under close reefed  
 topsails and fore sail. Sea running high. Ship  
 steering to the Southward passed us at some distance.  
 When the sun went down the wind followed suit  
 and one reef was turned out of the topsails. The  
 night was somewhat squally but on Tuesday a  
 fresh breeze blew steadily all drawing sail was  
 let and the course was changed to N.E. or N.  
 A Boat in sight heading to the Southward.  
 P.M. Tuesday strong breeze from N.W. and  
 weather thick and hazy. Took in the light sails  
 and double reefed the fore topsail. At 7 P.M.  
 a heavy squall struck us in which sail was  
 taken in to a close reefed main topsail main  
 spencer, and fore & mast stay sail. And the  
 ship bore to heading to the Northward. But  
 an hour later it was a dead calm. So  
 sudden was the change of Cape Horn locality.  
 About midnight took a light breeze from  
 S.W. and making sail steered off to the N.E.  
 but by 7 A.M. on Wednesday the wind had got  
 around to N.N.W. blowing fresh and weather  
 hazy. Late in the forenoon wind hauled to  
 N.W. and with these breezes we are steering  
 N.E. by N. under all drawing sail. P.M. &  
 wind fresh from N. at 2 P.M. took in fore & main  
 sail and hauled up N. by E. at 4 P.M.  
 hauled up N. Night wind got around to the  
 S.W. accompanied by fog. Thursday wind  
 light from N.N.W. all day. Ship steering N.  
 Under all sail. Weather pleasant. Saw numerous  
 bunches of kelp and several fin backs. That  
 night the wind hauled to N.E. and so we  
 stood. Close hauled on both decks until Friday  
 morning when it again hauled in our favour.  
 And flew fresh from S.W. attended by a  
 thick fog. Took in all light sails and  
 double reefed the top sails - steering to the North.  
 Before noon a dead calm once more prevailed  
 but a heavy swell was running from the N.  
 and thick fog continued all day. At 5 P.M.



took a light breeze from S.W. and under all  
 growing sail started off N. Saw a ship about  
 this time heading to the Eastward. Shortly after  
 the breeze sprang up it began to increase  
 in strength gradually increasing in the evening  
 until at 8 P.M. the old Arab was once more  
 forced to under a loose rigged main topsail,  
 main spinnaker and foretopmast stay sail  
 heading to the Eastward and a strong gale  
 blowing from S.W. which continued through the  
 night. About 4 o'clock Saturday morning the  
 gale began to subside and the wind fell  
 down rapidly hauling to S. setting all  
 sail we then steered N. until noon when  
 the breeze hauled to N.N.W. and backed the  
 ship off N.E. Night strong breezes and  
 squalls from same direction. Could do nothing  
 double reefed topsails and foresail heading N.E.  
 This was only a week of varieties in relation  
 to wind and weather and has been a fair  
 sample of "Cape Horn". The change from a calm  
 to a heavy gale frequently being so sudden as  
 to take a barometer "all at once", but we were  
 this time doomed in the right direction, and  
 the gales which blew in the faces of the unfortunate  
 "Oystercatchers" only sped up on the backs.  
 Forward our yet - and off home. But this  
 week has seen us through the worst of it and  
 placed the crew of the old Arab in a position  
 to laugh at the horrors of Cape Horn weather.

Feb 15 - Lat. 57.29 S. Long 91.08 W

16 - Lat. 57.22 S. Long 66.27 W

17 - Lat. 56.22 S. Long not obsd.

18. Lat. 55.27 S. Long. 58.52 W.

19. Lat. 53.53 S. Long. 57.07 W

20 - No observations

21 - Lat. 57.34 S. Long - 55.27 W.

Saturday Feb. 28<sup>th</sup> 1857.

The week ending with this date has been to me one  
 ever to be remembered. Gratitude to Him who



Trunkers the wind to the storm lamb. The God of the Sailor  
 As well as the God of the Land's man, and He who  
 through the raging of the mighty waters of His  
 Creation, tossed ~~high~~ billow to billow, the frail  
 bark that bore a frailer human form & pale  
 emaciated to the last degree, and the morning  
 grew day by day drying up the fountains of life  
 until the dissolution of soul and body was  
 visibly watched for from hour to hour, and  
 although reason and consciousness were  
 superseded by mild delirium, still was His  
 Arm able to save, and the vital spark was  
 not yet permitted to leave the feeble body,  
 but was once more fanned into new life  
 by His breath. Reason once again resumed  
 its sway and when all hope had fled,  
 God intervened. Sunday was the first day  
 on which I became fully conscious again.  
 The fever - which was pronounced the worst  
 form of typhus - on this day, after a  
 duration of 14 days, had so far abated  
 as to break up the delirium, and I  
 seemed to awake from a dream, but I was  
 too weak to raise myself without assistance.  
 The sale of the 21<sup>st</sup> moderated toward  
 morning on Sunday and hauled to W. having  
 a heavy swell running from the Northward  
 through which under full sail we steered  
 N. by W. until left in a Calm which occurred  
 before noon and continued till 3 P.M. then a  
 light breeze sprang up from the N. again and  
 we cleared off N. until toward night when  
 the wind once more hauling ahead forced  
 us to keep close to it, which was done on  
 both tacks through the night. Monday the wind  
 again got around to the N. in the forenoon blowing  
 pretty fresh ship heading N. N. W. under whole  
 sails & courses. In the afternoon light breeze  
 from S. S. E. steering N. N. W. under all. Drawing  
 sail. Night the same, and breeze to freshen.  
 Tuesday, in the forenoon the wind hauled to N. N. E.  
 continuing light from that direction for the evening.



hours. Weather slightly hazy out otherwise. Very pleasant  
 ship heading N.W. under all sail until sunset  
 when light sails were taken in, topsails double  
 reefed and mainsail hauled up. As we had  
 by this time reached "sperm whale" ground and  
 did not wish to put in the night when by  
 daylight there was a possibility of seeing  
 whales in the same locality. Wednesday morning  
 made all sail at daylight and with a  
 light breeze from N. stood N.N.W. at 10 AM.  
 Wind hauling to N.N.W. tacked ship heading  
 N.E. saw a bark steering to the Westward of  
 us. Thick fog and fresh breeze from N.W.  
 heading N.N.E. took in light sails and at  
 sunset shortened sail to a double reefed main  
 top sail, fore sail, main spencer and fore  
 staysail. Laying to the wind under this through  
 the night during which the wind hauled to  
 S.W. blowing fresh and accompanied by rain  
 at daylight Thursday morning again set  
 all sail and with the breeze fresh from  
 S.W. steered off N. by E. In the afternoon  
 wind hauled to N.N.W. and later to N.W.  
 blowing fresh, shortened sail at 6 PM, as on  
 the preceding night heading N.E. By this time  
 I was able with difficulty to hold a pen and  
 hence forward the Journal continues from my  
 own memoranda. Friday morning set whole  
 topsails and courses and with the breeze  
 fresh and increasing from N.W. by N. headed  
 N.E. by N. double reefed the fore topsail before  
 noon and in the afternoon came down to a  
 double reefed main top sails & foresail under  
 which no sail work lying to until this (Saturday)  
 morning when sail was again made to double  
 reefed topsails and courses. Through the day  
 the wind has blown freshly from N.N.W. & N.W.  
 by N. and we have been heading to the N.E.  
 & N.E. by N. according as the wind permitted  
 not coming to the anchor of the latter course  
 however. Set whole topsails in the forenoon patch  
 and carried them until sunset, when sail was



shortened again as usual. In the middle watch the wind got far round to the Southward when a double reefed fore-top sail was set - and the ship steered old N. by N. Previous to my own Memoranda which commences on Friday, either fin backs or hump backs were seen about seven days of this week. Yesterday stampuses were dropped but today there has been no specimen. The news from on deck (for as yet I have to get it from my ship mates) is that during my illness our live stock has been slightly diminished by the slaughter of two pigs leaving no more but one more. It is now solitary and alone in his pig den - While off Cape Horn one of the chickens sustained damage in a gale of wind from which it died and since the remaining pig has been alone, he one day to vent his spleen, made a fierce onslaught on the surviving chicken and demolished him in short order, thereby destroying the last of the brood hatched in the Pacific Ocean, which never seemed to thrive as well as our young pigs and goats.

Our stock now consisted of one pig, four goats, one hen and one prospect. At the termination of this week a very perceptible change for the better in my condition but I am still so weak that about the only thing which I could do was to reflect upon my severe sickness and think of the time when I shall be well again. My recollections of being on deck when I was brought ashore and very distinct but after that the blank commenced and continued up to Sunday last. During this time there were intervals when I was partially conscious of my circumstances, but at no time was I fully sensible that I was very sick on board the last boat - I can remember very distinctly and whether it be contrary to the laws of delirium or not I can distinctly remember some of the wild raptures which were in my head and saw my actions at times when



That my actions should have convinced me that  
 I did not know what I was about. My sensations  
 were for the most part - rather pleasant, - and  
 I had not the least idea of being sick  
 nor did I experience any pain, or any  
 arrangement whatever of my physical  
 organization. I can recollect that I had  
 an idea of being imprisoned against my will  
 and thought that those who watched with  
 me were thus watching in order that I might  
 not escape, and for a long time I was  
 watching an opportunity to get away from them.  
 At other times I fancied myself in port,  
 sometimes ashore, sometimes on board another  
 vessel and sometimes down in the sea -  
 fast to a whale. My physician was Mr. Brown  
 the Cooper, whom we shipped at Tumbay, and  
 to his treatment and attention I believe I owe  
 the preservation of my life. His prescriptions were  
 very few and simple, in fact the fever was  
 allowed to take its own course and was not  
 hurried along by the dosing which a practicing  
 M.D. would probably have killed me with -  
 soothing powders and cooling drinks were  
 both of medicine and diet for me and there  
 was some one with me all the time. For a  
 long time I am told they despaired of my  
 life and well they might for I had been  
 living without eating and must certainly have  
 lost over thirty pounds of flesh. Finally as a  
 last resort they plastered a big blister across  
 my chest and another on the back of my neck.  
 These operated powerfully and finally broke up  
 the fever and gradually restored my reason.  
 When the fever left me my sickness, or  
 rather my own realization of it, really commenced.  
 It left me so very weak that I am perfectly  
 helpless, and from this I suffered most for  
 a long time. I lay in the narrow confines  
 of my berth from morning till night, and from  
 night till morning counting the weary hours as  
 they slowly passed away, and nothing at all



For "light bells" 17 every watch in the night time, when sleep refused to come to my relief. Add to this the fact that for fear of a relapse, I was not allowed anything but an ounce or small quantity of mutton broth to satisfy one of the most ravenous appetites that I ever possessed and my condition may well be presumed not curable. At the end of this week I had only got strong enough to be fairly able to crawl around to the Cabin and then back again to my berth seeing the 4 last of my journey. Progress of the week as follows:—

Feb. 22 <sup>nd</sup>	Lat. 48.41 S.	Long 53.56 W
23 <sup>rd</sup>	Lat 48.49 S.	Long. not obs
24.	Lat 48.41 S.	Long. 54.24 W
25.	Lat 46.09 S.	Long not obs
26.	Lat 44.45 S.	Long 54.27 W
27.	Lat 44.19 S.	Long. not obs.
28.	Lat 43.44 S.	Long. 57.53 W

Saturday, March 7<sup>th</sup> 1857—

Pleasant weather and favourable winds have generally been attendant upon us for the week ending this date. Last Sabbath morning after having lain under short sail the preceding night, set everything good with a fresh breeze from S. steered N. N. W. On the afternoon of that day the wind hauled to E. by S. at 4 P.M. took in the fore-topgallant sail and stay sails, steering N. by W. At sunset shortened sail to double reefed foresail and foresail, but continued on our course N. all night with the wind fresh from E. Thru day morning set whole top sail, mainsail, jib, bowsprit, and main-topgallant sail, with the foresail fresh from E. by S. and gradually hauling to the Northward. Until in the afternoon it had rounded to N. E. by N. and at 3 o'clock we went around on the other tack heading E. by S. ( breeze was then rather light. In the morning with early a breeze who blew once and by 10 AM. strived to see it again but all to no purpose, as nothing further was seen of it. It was supposed to be a jumper.



Shortly after this the 2<sup>nd</sup> mate forced to a sun fish  
 which being quite a chase he at length succeeded  
 in capturing. All of this day the weather was  
 foggy with light rain in the afternoon, but  
 about sunset the wind hauled around to the  
 S.W. and the weather again became clear -  
 Shortened sail at sunset to double reefed  
 topsails and foresails and steered N.W. through  
 the night. Tuesday morning broke clear and  
 pleasant and with a slight breeze from S.W.  
 Every thing but Studding sail was set and the  
 course changed to E. N.E. at 3 o'clock in the  
 afternoon school of fish were discovered to  
 windward which were at first supposed to  
 be sperm whales. They went down to see they  
 could be fairly made out and we suffered  
 to until they came up again. They remained  
 down about an hour, which strengthened  
 the impression that they were sperm whales,  
 but when they came up we were near  
 enough to them to at once discern that they  
 were nothing but killers, and we accordingly  
 squared away and kept on our course  
 again. Soon after the wind hauled to N.W.  
 and the ship was kept N.E. by N. At sunset  
 took in sail as usual breeze fresh through  
 the night. Wednesday morning strong breeze  
 set the main sail, jib & spanker - steering E. by N.  
 sea rough but weather pleasant. In the  
 afternoon the wind moderated so that the reefs  
 were turned out to the topsail and we hauled  
 up N.E. by N. before night the breeze died away  
 entirely and we were left in a dead calm  
 for several hours. About noon porpoises came  
 around the ship, but they were allowed to pass  
 unmolested. At sunset shortened sail and soon  
 after a light breeze sprang up from S. S. E.  
 which continued somewhat fluctuating through the  
 night with this we were steering N.E. by N.  
 until Thursday morning when the wind got around  
 to N.W. and then all drawing sail was set, ship  
 steering same course (N.E. by N.) Thursday afternoon



Wind gradually hauled to N. Weather as 12. N.E. at  
 sunset shortened sail. In the night wind hauled to  
 N.N.W. and breezed up a little. Ship heading N.E.  
 Friday morning weather squally and raining and  
 fresh breeze from N.W. Made sail to ship's topsails.  
 And course standing N.E. Before noon the wind  
 hauled to N. by W. freshening and the clouds cleared  
 away. Double reefed the foretopsails heading N.E.  
 In P.M. strong breeze from N. heading E. N.E.  
 Came down to double reefed topsails & fore-sail  
 so that at sunset it was unnecessary to shorten  
 sail. In the course of the night the wind got around  
 to N.W. by N. and we headed up N.E. by N. Weather  
 squally and raining all night and wind  
 gradually increasing so that in the morning we let  
 the foretopsail was furled. (This Saturday)  
 morning opened gloomily with the weather  
 raining the wind blowing half a gale and the  
 sea pretty rough. It however moderated a  
 little early in the forenoon so that a close  
 reefed foretopsail was set and later by  
 wind hauled to N. N.W. when a reef was run  
 out of the foretopsail and we cleared N.E.  
 This afternoon the wind hauled to N. and  
 moderated. Set whole topsails main sail &  
 spanker, main topmast stay sail, and main  
 stay sail and flying jib and notwithstanding  
 standing it was very rainy we made considerable  
 progress. Sail was not taken in at sunset  
 as usual, so we have now got over all the  
 ground this side of the Alrothas Banks, where  
 there is not much probability of falling in  
 with open whales. Shortly after dark the  
 wind hauled to N. N.E. Weather as 12. N.E.  
 where we went about heading N.W. At this time  
 the wind continued to fluctuate too some either  
 side N.W. and we have been on different tracks  
 accordingly. The progress of my recovery for this  
 week has not been so rapid as I could  
 have wished, but still I am much better and  
 feel chief difficulty which I now experience is  
 the lack of strength which returns very slowly.



Notwithstanding a nervous debility is fast filling up the vacuum caused by the three weeks fast. On Tuesday 11<sup>th</sup> this week I got on deck for the first time since being sick, after having been below 25 days. I was diet very weak, but I was anxious to see the blue sky and broad water once more and so I managed to crawl up the Companion way thinking I should have no difficulty about getting around, after I was got on deck, but I had overestimated my strength for I found that I could not get up without holding fast to something. I shall never forget my emotions when I once again reached the deck, and looked once more on old ocean's bosom; the air was warm and mild, and a gentle zephyr breeze rippled the blue waters through which we slowly moved along and which never before looked to me so lovely as then. I would not have exchanged that view of the broad ocean, that peculiar sky and that refreshing breeze for the richest landscape that ever artist dreamed of in sandy Italy. However it may be, for a period of convalescence, give me the majestic ocean in preference to paved streets or even green meadows. Since that time I have been on deck frequently a good weather and continued to improve as fast as could be expected. Latitude and Longitude of the week are as follows:—

March 1<sup>st</sup> - Lat. 42.39 S. Long. 57.38 W.  
 2 - Lat. 41.29 S. Long. 49.54 W.  
 3 - Lat. 39.52 S. Long. 50.24 W.  
 4 - Lat. 39.51 S. Long. 49.40 W.  
 5 - Lat. 38.58 S. Long. 46.31 W.  
 6 - Lat. 38.36 S. Long. 43.56 W.  
 7<sup>th</sup> - No observations were taken.

Saturday, March 14<sup>th</sup>, 1857

From the Commencement of the present week up to a late hour on Tuesday stormy haze prevailed from the N.



bearing from N.N.E. to N.N.W. and were for the greater part of  
 the time accompanied by squally and rainy weather.  
 On Sunday in the forenoon we were heading to the N.W.  
 under whole topsails courses, main topgallant sail &c.  
 At noon wind hauling to N. we stood to E. N.E.  
 In the afternoon took in the main topgallant sail and  
 the jib and double reefed the foretop sails. At night  
 double reefed the main topsail. Weather pleasant.  
 Monday heading E. N.E. and N.E. by E. under double  
 reefed topsails & courses all day. That night  
 took in mainsail jib & spunked very rainy and  
 squally. The day commenced on Tuesday with heavy  
 squalls of wind and rain. At 6 A.M. Clewed up  
 the foretop sail and let it hang until 8 o'clock  
 when the weather cleared up and continued  
 pleasant for several hours. We then set double  
 reefed foretop sail, mainsail & jib heading to  
 N.E. about noon the wind hauled to W. and  
 we steered N.E. that afternoon very rainy and  
 breeze gradually hauling (moderating the while)  
 through S. to S.E. by E. and soon after it  
 accomplished this, which was about 7 P.M.,  
 a dead calm ensued. Sail was set to whole  
 topsails during the continuance of the breeze. The  
 calm continued nearly all night and we  
 had some rain but towards morning a light  
 breeze from S.S.W. cleared away the rain and  
 set all sail. We steered N.E. by N.  
 Wednesday A.M. light breeze from S. by E. P.M.  
 from S.S.E. weather hazy. Steering N.E. by N.  
 under all drawing sail all day. At night  
 the breeze hauled to E. by which the ship  
 set N.N.E. Thursday in the forenoon the breeze  
 got around to N.W. being very light and  
 accompanied by much rain. Steering N.E. by  
 N. under all sail. In the afternoon it was  
 nearly calm and all through the night the breeze  
 continued very light with an occasional  
 shower. Friday being rainy but the shower  
 ceased before P.M. and though the forenoon  
 was in a dead calm, weather continued  
 pleasant, subsequent to the morning showers.



afternoon a light breeze sprang up from the E. and  
 under all sail stood N. N. E. Frigate birds and  
 porpoises were around the ship several times in  
 the course of the day. Night wind hauled to N. E.  
 and blew fresh from that direction up to noon  
 of today heading N. N. W. under all drawing sail  
 from the time of taking this breeze up to 9 o'clock  
 this forenoon when the light sails were taken in  
 and we tacked ship heading E. S. E. This  
 afternoon the wind hauled to N. N. E. and the  
 bark came up E. Weather pleasant all day.  
 Saw porpoise several times. Night strong breeze  
 and squally from N. N. E. took in the main top  
 gallant sail and double reefed both topsails.  
 As we have lately been in good weather  
 the watch has not been suffered to remain  
 idle all the while and as the only object of  
 any more work this voyage is to get the old bark  
 in as good a state as possible when she gets home  
 they have been employed this week in making  
 bent, cables & fancy patterns to do their part  
 in the adornment. I am yet unable to return  
 to duty but continue to improve slowly, weakness  
 being the worst feature of my condition.  
 Looking to head winds and light winds and  
 sometimes the want of wind we have not been  
 making very rapid progress lately but for the  
 past few days there has been quite a heavy  
 swell running from the N. which combined with  
 the natural current which sets in a North Easterly  
 direction has helped us along considerably. If  
 we were now in as low North latitude as we  
 are S. and bound toward the line we might  
 reasonably look for trade winds before long but  
 the trades do not extend nearly so far South as  
 North, and consequently the "variable" will have  
 to suffice us for some time yet. Situations through  
 the week have been the following:—  
 March 8<sup>th</sup> Lat. 36.58 S. Long 40.34 W. 9<sup>th</sup> Lat. 36.52 S.  
 Long. 38.45 W. 10<sup>th</sup> Lat. 36.30 S. Long not obsd. 11<sup>th</sup> Lat. 35.15 S.  
 Long. not obsd. 12<sup>th</sup> No observation. 13<sup>th</sup> Lat. 33.37 S  
 Long. 35.35 W. 14<sup>th</sup> Lat. 32.43 S. Long 35.33 W.



Saturday, March 21<sup>st</sup> 1857-

Work commenced with Sprag breeze from N. by E. which continued through the day, Sunday, aged with double reefed topsails, courses, jib & backer set - we were soon heading S. by N. Early in the morning passed a whaling boat steering N.W. but at too great a distance to form an opinion as to her name. That night breeze strong and squally from N. to N.W. heading from E. N.E. to N.E. furled the jib and hauled down the backer. Monday strong breeze from N. set spinnaker (and jib) heading E. N.E. In the afternoon breeze from N. by W. heading N.E. by E. occasional showers. Saw a humpback to windward. At night the weather once more set in squally. In the first watch we had rain and strong breeze from N. by W. Clewed up sails and set them again once or twice but in a squall about 9 P.M. the wind hauled to N. N.W. and from that time blew steadily moderating gradually. And sail was made accordingly. Wind continued all night. Tuesday fresh breeze from N. or N. all day. Steering N.E. by N. under all drawing sail, weather very pleasant. That night the wind hauled to S. W. Continuing fresh. Wednesday light breeze varying from S. N. by S. to S. N. by N. steering N.E. N.E. by N. and N. N.E. through the day. In the afternoon saw a bark standing to the northward. In the evening fresh from S. S.W. ship steering N.E. or N. Thursday 2 fresh breeze from S. by E. N. N. ship under all drawing sail and steering N.E. by N. In the afternoon the wind hauled to S.E. by S. took in the studding sails and in so doing carried away the boom cross on the fore yard. Weather makes all day. Matches kept working at the main, topping, tarring down, &c. Saw a pair in the morning which was supposed to be the one seen on the preceding day. In the night the wind rather failed us, continuing light and fluctuating, so that not much progress was made. Friday morning a light breeze (set in from S.E. by E. and freshened up all day. Ship steering N.E. by N. Put everything set. Matches very bright all day breaking out, the after watch in the



To take an inventory of provisions. Last night the  
 breeze was about the same as one that night of  
 Thursday. This morning when the sun rose the  
 ship was becalmed at about half past seven  
 A.M. a light breeze sprang up from N.E. and  
 with this we moved along slowly close hauled.  
 Two sails were in sight during the calm and  
 when we took the breeze we soon made out one  
 to be a ship and the other a bark both  
 well constructed and bound to the S.E. The "old  
 man" was of course around as usual and up for  
 a gun if practicable and with this intent  
 manoeuvred to speak the ship but she took no  
 heed of our motions and passed at some  
 distance. We then figured for the bark that was  
 coming towards us from the windward steering  
 a little free - when she was near enough we  
 signalled and ascertained her to be French and  
 shortly after - at about 11 A.M. - the 2<sup>nd</sup> mate and  
 boats crew paid her a visit, returning again  
 at 1 P.M. and reporting her as the Vidal of  
 Marseilles, bound to Zanzibar. The ship that had  
 passed us also hailed from the same place  
 and had the same destination. Of course our  
 officers were very hospitably treated on board  
 the Vidal. The French don't lose their characteristic  
 politeness when they go to sea. They also furnished  
 our boys with something which has been in  
 special demand - put us in some true, viz.  
 tobacco. We had been extremely hard up and  
 the entire stock on board consisting of a very  
 small quantity - perhaps not over a dozen plugs  
 was held by parties who would almost as  
 soon have parted with an arm as a  
 "chew" of tobacco so fearful were they that they  
 would be obliged to do without. The greater part  
 of the crew - I must allow whom are in veteran  
 smokers had been obliged to do without the  
 weed for some time and many of them, so  
 strong was the habit, took to smoking coffee, oakum,  
 or any other substitute that could be possibly  
 thought of to allay in some measure their craving.



appetites and it was hardly to remedy this that the  
 2<sup>nd</sup> Mate got permission to board the Frenchman  
 when they succeeded in raising a few pounds of  
 "French roll" which was duly distributed when  
 brought on board and order of the officers were  
 more filled their pipes and took a long smoke  
 of consolation from the pure leaf, taking precious  
 care of the small balance as there was not  
 sufficient to last more than a couple of weeks.  
 Before I was taken sick I was much addicted  
 to smoking but when the fever had left me and  
 I began to get better, the fumes of tobacco were  
 rendered intolerable for a number of days, the  
 abdomen has however been cured - unfortunately  
 perhaps - but I can now relish a good smoke  
 although too weak to smoke a great deal.  
 After our boat returned from the tidal we  
 stood to the N. W. and at 2:30 P.M. raised  
 another bark coming toward us steering about  
 S. E. As she passed us about a mile distant  
 we exchanged signals with her ascertaining that  
 she was French. At 5 P.M. raised two more  
 sails ahead standing S. E. There we passed  
 about dark we being some distance to windward  
 of them but near enough to make out that  
 they were merchantmen and both barks -  
 two evening breeze blowing fresh from N. by W.  
 ship heading about N. E. by E. Took in the  
 light sails & wind increasing. Rather pleasant  
 rate and every thing favorable for a speedy  
 passage to Yankee Land. Which day of  
 day is drawing near. Progress for the week:-

March 15<sup>th</sup> Lat. 32.57 S. Long. 33.44 W  
 16<sup>th</sup> Lat. 32.34 S. Long. 32.01 W  
 17<sup>th</sup> Lat. 31.46 S. Long. 30.57 W  
 18<sup>th</sup> Lat. 30.15 S. Long. 30.09 W  
 19<sup>th</sup> Lat. 28.14 S. Long. 29.14 W  
 20<sup>th</sup> Lat. 26.20 S. Long. 28.23 W  
 21<sup>st</sup> Lat. 25.24 S. Long. 27.09 W



Saturday March 28<sup>th</sup> 1857  
 The reef terminating with this date deemed most  
 proper. From N. N. E. with which we were  
 heading to the N. N. The main top sail  
 was taken up on Sunday forenoon. In the afternoon  
 the wind hauled forward N. ranging from  
 N. by N. to N. N. by N. Continuing so through the  
 night with these winds we were heading from  
 N. E. by N. to N. E. by E. Monday light breeze  
 in the forenoon from N. or N. heading N. E. by E.  
 under all drawing sail. In the afternoon the  
 breeze hauled to the N. N. and by shifted N. E.  
 by N. In the night the wind hauled again  
 first to N. and we hauled up a point steering  
 N. N. E. soon after the wind again hauled to  
 S. and set later to S. E. blowing strong with  
 frequent squalls. This wind we considered  
 from the manner in which we took it and  
 our latitude to be the S. E. trades. Mates  
 employed on Monday in felling blocks &c.  
 Tuesday strong breeze from S. E. approached  
 trades blowing all day - Mates Cloudy with  
 occasional rain steering N. N. E. in the afternoon  
 came down to double reefed the sails &c. &c.  
 passed a dark landward N. N. That night we  
 lost our trades - then continued with the blowing  
 strong in frequent squalls until near morning  
 when the wind hauled around to N. E. and  
 blew more steadily. Wednesday the breeze got  
 around to S. S. E. and blew fairly from that  
 direction nearly all day, weather cloudy and  
 showery ship steering N. and N. by N. under all  
 drawing sail. Toward sunset wind hauled  
 more to the S. and through the night blew mostly  
 from S. E. steering N. by N. Saw ship in the afternoon  
 standing to the Northward. Thursday light breeze  
 ranging from E. to N. E. blowing chiefly from about  
 E. N. E. Course N. by N. all drawing sail set.  
 Mates employed felling fore and main rigging.  
 On. Saw two sails both standing to the Northward.  
 Light breeze from E. by N. Friday light breeze  
 from the Eastward steering N. by N. under all sail.



In the morning I saw a brig to the windward standing north. In the forenoon the bark passed to the leeward of us sailing to the Southward. In the afternoon I saw another sail steering to the Westward. Sailors busy at the rigging fore and aft. Night light breeze from E.S.E. Today (Saturday) the breeze from E.S.E. has continued fresh with us all day. Ship steering N. under full drawing sail and showing ahead in her best race. Today we set a topmast studding sail again for the first time since carrying away the boom iron about ten days ago. Weather improved. Sailing rigging. No sail here in sight this morning both standing to the South and North. Shortly after dark a vessel passed in sight at no great distance to the windward. Showing a light in her rigging and standing to the S.W. A light was also sent by us in response. Studding sails were hauled down once this evening for a slight increase of wind. We set again to go on. The breezes that we have had for the last twenty four hours were no doubt the S.E. Trades. In the fore part of the week I once more returned to my old quarters in the fore-castle after a residence of nearly seven weeks in the Cabin, glad enough to get back again. I am still unable to return to duty, though my appearance would almost belie the fact for I suppose that I look as well as I ever did. And I know that I feel as well in every particular with the sole exception of weakness. For about four weeks I have been improving very rapidly in every other respect - but even now I can scarcely refuse to support my body. Of late we have been travelling along the great thoroughfare for ships of all nations that goes around under the Cape of Good Hope or Cape Horn. This greatly increases the danger of "narrows" in the Atlantic Ocean, as the South American Coast on the one side and the African Coast on the other a little to the northward of us approach the narrowest of the great ocean.



from the narrowest part of the Atlantic Ocean. All vessels from European and American ports bound to the Southward usually stand well over to the American shore in order to get the full benefit of the Northeast Trades which take them to their vicinity of the Equator - a fact crossing which the S.E. Trades enable them to work to the Southward. Hence it is that we have lately seen passing so many vessels, some from Europe and some probably from the Atlantic States.

Progress for the week past has been as follows: -

March 23<sup>rd</sup> Lat. 25.14 S. Long. 28.94 W.

24<sup>th</sup> Lat 24.20 S. Long. 27.08 W.

24<sup>th</sup> Lat No observations

25<sup>th</sup> Lat 20.27 S. Long. 26.59 W.

26<sup>th</sup> Lat 19.14 S. Long. 27.35 W.

27<sup>th</sup> Lat 19.40 S. Long. 28.35 W.

28<sup>th</sup> Lat 15.58 S. Long. 29.44 W.

Saturday April 4, 1857

The trades with us this week have been only at partial success but they have helped us along slightly. At the termination of last week our sails had begun to receive the benefit of them and for the principal part of this week they have continued with us fluctuating considerably. On Sunday they were blowing fresh from S.E. and S.W. by S. all day and under a full draught of sail we were steering off to N. and N. by W. In the morning a little before seven o'clock a squall struck us somewhat unexpectedly carrying away the topmast shrouding sail, boom and slatting the bedding sad in all directions. After some considerable difficulty they were got in by the time that squall was over and the fore and main top gallant sails were also furled but the latter were set again a short time after. The shrouding sail boom was broken short off about the middle and tapper like a pipe stem but the joint held of the squall, starting the watch on deck considerably. In the afternoon say three sails, two of them standing to the S.W. and the other to N. N. W. that night fresh breeze from S.S.E. Monday trades



Light from S.E. steering N. by N. under all sail & sheeting  
 out the sails. Hatches on board, getting rigged  
 through the day. Monday night and all day Tuesday  
 the trade continued rather light. Blowing steadily  
 all the time from S.E. Ship steering N. by N. on Tuesday  
 in the forenoon and in the afternoon N. by N.  
 All hands were kept on deck all day and  
 kept busy at the rigging fore and aft - repairing  
 hatches, getting chafing gear, putting on new  
 rigging, setting tops. Standing by the gun, tarring  
 down and a little of every kind generally, although  
 it was unnecessary to keep the tops on deck in  
 this watch below. It is accomplished, but as we have  
 yet plenty of time before reaching Fairhaven  
 to do up all that sort of work. Saw a bark  
 standing to the Northward in the afternoon -  
 light wind and weather continued about  
 the same. Wednesday trades light from S.E.  
 steering N. by N. under all drawing sail.  
 Hatches busy at the rigging. Saw two barks in  
 the forenoon, one of which crossed our wake  
 standing to the Northward. The other - a bark -  
 bearing down from the windward across our  
 bow to the S.W. at about one P.M. just before  
 she got in ahead of us the 2<sup>nd</sup> mate, lowered  
 his boat and went on board. She returned  
 in a short time bringing late letters for the  
 captain and letters to take home, reporting  
 the bark to be the English Merchant 'D. Baltimore -  
 41 days from hence bound to Montevideo,  
 with a general cargo. She had lately been in  
 sight of the land and informed the 2<sup>nd</sup> mate  
 that it bore at that time N.W. at a distance  
 of about 40 miles. This was considerably nearer  
 than our reckoning placed us, and we  
 accordingly hauled up N.W. and later N.E.  
 which latter course we continued on all night.  
 In the afternoon raised another sail steering S.W.  
 Thursday light breeze from the Eastward, bringing a  
 couple of good fish, say, ship heading to the  
 Northward under all sail. At 10 A.M. raised a  
 shoal of blackfish and lowered the boat for the



The Captain, 1<sup>st</sup> and 2<sup>nd</sup> Mate going down, Boatstewards  
 started several times but finally were obliged  
 to return home without getting shot. In the afternoon  
 met the wind a bonnet but no breeze. We were  
 steering N. N. E. until 4 P.M. at which time hauled  
 sharp on the wind. Hatchets busy getting rigging,  
 furling down &c. In the forenoon a boat  
 passed a short distance from the windward of us,  
 and we set our colors for her but she took  
 no notice of them. At 6 P.M. more around  
 leading S. E. by S. wind from E. by N. We stood  
 in that direction in consequence of our supposed  
 proximity to land. At 11 P.M. passed a short  
 distance to leeward of a large six masted  
 merchant clipper that was standing to the north-  
 ward. Shortly after we went around and stood  
 in that direction also, for the remainder of the night.  
 Yesterday and today the breeze has continued very  
 light from about E. Yesterday we were steering N. by  
 E. by E. and today N. by E. under all drawing  
 sail. Hatchets very busy at the rigging as usual.  
 When they get through with the old crab there  
 will be no occasion for said jacket with her  
 rigging certainly. Yesterday we were supposed to  
 be half way past the point from the South American  
 Coast and in the forenoon the old man ordered a  
 "Sound" to see if bottom could be found. But  
 the deep sea lead was dropped so, but was  
 without bringing up and we were accordingly  
 considered baffled. The six masted ship passed on  
 Thursday night was in sight all day yesterday  
 standing to the northward. Today there has been  
 nothing in sight but the blue sky and the wide  
 ocean. The weather of the week just ending has  
 been remarkably quiet, not an unflattering breeze  
 (save the one that broke our shading sail boom)  
 not an angry wave, nor a drop of rain have  
 spoiled by Skril the calm serenity of the  
 beautiful tropical weather. The visit to the High  
 Berkland was the great event of the week for  
 us, obtaining another small supply of tobacco  
 as also, as already when got several Balmine



and New York papers which after a thorough reading  
 all came forward and were there read over  
 and over again, politics, city news, foreign news,  
 new advertisements, were all reviewed and  
 commented upon with true sailor self-sufficiency.  
 Latitudes and Longitudes of the vessel are as follows:  
 March 29<sup>th</sup> Lat. 13.40 S. Long. 30.33 W. 30<sup>th</sup> Lat. 11.27 S  
 Long. 31.47 W. 31<sup>st</sup> Lat. 9.44 S. Long. 32.51 W.  
 Apr. 1<sup>st</sup> Lat. 8.37 S. Long. 34.01 W. Apr. 2<sup>nd</sup> Lat. 7.26 S.  
 Long. 33.47 W. Apr. 3<sup>rd</sup> Lat. 6.44 S. Long. 33.37 W.  
 Apr. 4<sup>th</sup> Lat. 5.26 S. Long. 34.08 W.

Saturday, April 11<sup>th</sup> 1857.

Last Sunday light breeze from E. & E. S. E. With  
 occasionally a light rain squall; ship steering  
 N. by N. under all drawing sail. This was about  
 the fast of the trade winds which were not very  
 favorably disposed towards us during our  
 transit through their domain. A large shoal  
 & Cowfish trailed us in the forenoon and  
 played around the ship some time during which  
 the mate as usual was on the masthead  
 endeavoring to strike one, and while holding  
 the iron in his hand in that purpose one of  
 the fish in his fantail reached out of water against  
 the point of the iron which entered him some six  
 or eight fathoms, more was given to "haul" and  
 we hauled away at the line, but the iron had  
 not sufficient hold and threw us for we  
 could not get the fish on deck. The deck of the  
 shoal thought from this demonstration that something  
 was "up" and left except to stay. In the afternoon  
 set studding sails for the first time since carrying  
 away the boom but the weather coming on squally  
 shortly after took them in again. Night light breeze  
 squally and raining, clearing up light sail and  
 setting them again as is usual in such weather.  
 Saw a light supposed to proceed from a ship,  
 but could not make it out distinctly. Thursday  
 was a very disagreeable day, rendered so by  
 continual rain and frequent squalls. The



Low E. and light - excepting during the squalls. We  
 were steering N. by N. under whole topsails and  
 courses. Brought up water in the forenoon. Shortly  
 after 4 P.M. a heavy squall came up from  
 the Eastward for which we double reefed both  
 topsails and clewed up everything, laying thus  
 for several hours enveloped by a dense fog  
 while the rain pelted and the wind howled.  
 The last remnant of the departed S. E. trades.  
 During the night in the last watch the wind  
 veered round to N. E. and N. N. E. and the weather  
 became quite clear, made sail to double  
 reefed topsails and courses and stood  
 along on the Starboard tack at the N. N. About  
 midnight bore ship to E. S. E. and shortly after  
 the wind hauled to the Eastward blowing  
 steadily and gently so that all sail was set  
 by for morning and we were bound off to N. N. E.  
 Tuesday entirely calm for the greater part of the  
 day. The nearest approach to a breeze that we  
 experienced came from the Westward and we  
 hauled to put the ship headed N. N. E. Maltes  
 easy, cleaning ship inside, preparatory to a  
 general scrubbing which in turn was to be  
 followed by a general painting. The weather  
 through the night continued much the same  
 as through the day with the addition of an  
 occasional shower. Wednesday light breeze from  
 E. by N. & E. N. E. Day and night with occasional  
 squalls of rain. Steering N. under all drawing  
 sail. Scrubbing ship inside and out the order  
 of the day, which was nearly finished at night.  
 And the old bark ghiluted in the forenoon like  
 the backs of a shoal of porpoises. Saw two sails -  
 one a bark standing N. N. W. the other a brig  
 steering N. N. Thursday light breeze from E. N. E.  
 and pleasant weather. Ship joggling along as  
 on the preceding day steering N. by N. and N. N. W.  
 finished washing and scrubbing in the forenoon.  
 In the afternoon saw a sail standing N. N. W.  
 Through the night the wind and weather continued  
 the same. Friday a slight increase of wind, which



varied from E. to N.E. by E. ship steering N. N.W. took in  
 light sails and studding sails in the forenoon and  
 by the afternoon single reefed the foretop sail.  
 Last night put a reef in the main top sail also.  
 Today (Saturday) strong breeze from E. N.E. which  
 have continued steadily all day and bid fair  
 to continue all night ship steering N. N.W.  
 under single reefed topsails, courses &c. Weather  
 pleasant sea rather rough. Saw nothing and  
 did nothing but had a day of real genuine  
 cruising and if there is anything that is calculated  
 to make a man lazy it is loafing on board of  
 a ship under the tropics in pleasant weather.  
 In the fore part of this week I once more  
 commenced standing my watch after being off  
 duty a little more than two months. For a  
 week or two previous I had seen able to be  
 around on deck considerable and assist in  
 any light work but even now I have not  
 fully recovered my strength although with  
 an appetite like a horse and a daily  
 increasing capacity for fralizing it. I should  
 am in a fair way to do so. This is truly a  
 consolation, for continuing as we are now  
 progressing it will not be many weeks ere  
 the old "Arab" comes to anchor in her native  
 waters and the circumstances which are  
 likely to attend our arrival will surely be  
 sufficiently unfortunate with my man for  
 good in perfect health. His in any  
 manner responsible for our miserable condition  
 as regards the success which has crowned nearly  
 a four years cruise. I should expect entering  
 Bering Straits today to find in the port of  
 Fairhaven in the Bark Arab. Shadrage says  
 "There is a tide in the affairs of men which  
 at the flood leads on to fortune. If this be true  
 the Arab evidently took the ebb tide which  
 after drifting us all over the Pacific Ocean  
 from Cape Horn to the Arctic Sea is now returning  
 no to our starting point - minus the fortune  
 which the ebb tide took away from us."



Crossed the line on Thursday forenoon in Longitude about  $38^{\circ}$  West. Currents for the week as follows:—

Apr. 5<sup>th</sup> Lat.  $3.53^{\circ}$  S. Long.  $35.14^{\circ}$  W.

Apr. 6<sup>th</sup> No observations

Apr. 7<sup>th</sup> Lat.  $2.25^{\circ}$  S. Long. not obs.

Apr. 8<sup>th</sup> Lat.  $1.22^{\circ}$  S. Long.  $37.16^{\circ}$  W.

Apr. 9<sup>th</sup> Lat.  $34^{\circ}$  N. Long.  $38.12^{\circ}$  W.

Apr. 10<sup>th</sup> Lat.  $2.15^{\circ}$  N. Long. not obs.

Apr. 11<sup>th</sup> Lat.  $4.38^{\circ}$  N. Long.  $40.53^{\circ}$  W.

Saturday, April 18<sup>th</sup> 1857.  
In the whole of this week we have been quite  
justly & really favoured by the N.E. Trade Winds. In  
fact I never passed the  $8^{\text{th}}$  West. I suppose we have  
been within their influence as during the last  
four days of the week immediately preceding this,  
we were favoured with steady N.E. winds, which  
is looks within a degree of the Equator, hardly  
giving to stult in the idea of their being the trades  
for fear of losing them. Yet it seems, for our  
special benefit per Cape, they did descend below  
their usual bounds. From Sunday morning until  
Wednesday night of the present week the trades  
blew fresh & steadily generally from about  
N.E. by E. but occasionally varying to E. N.E. Ship  
steering. On Sunday N.W. by N. under all drawing  
sail. On Monday steering first N. by N. then  
N. N.W. On Tuesday, N.W. by N. On Wednesday the  
same. Weather very pleasant during this time and  
admirably adapted for the kind of work which  
we had in hand, viz. painting the ship. Sunday  
was rather a dreary day with us, as the breeze  
was steady and nothing was required from the  
masts & cepting the men at the wheel and  
mast head. Monday morning the light sails were  
all furled to prevent the water of our goods  
sack in order to facilitate the painting, which on  
this day commenced and was limited to the  
inside. Every available man was made use of,  
and the painting progressed finely. Same day  
saw a Cow fish and Killers. Tuesday midday  
same sail as on preceding day, the breeze being



pretty fresh, not much painting was done. Porpoise came  
 around once or twice, but on one occasion  
 we succeeded in putting fast to one of them, but did  
 not make out to save him. Wednesday under all  
 sail, painted some in the forenoon, and in the  
 afternoon lashed the spare spars up securely to  
 the lash rail, from whence they were cast adrift  
 to facilitate the painting. On Wednesday night  
 the breeze was somewhat musty, and in the  
 middle watch it hauled to E. S. E. veering up  
 a little in a squall and accompanied by a  
 slight fall of rain. For this change the mate  
 took in the light sails and Clewed down  
 the fore-top sail unnecessarily. We were at that  
 time steering N. N. by N. Thursday in the forenoon  
 the wind got back again to E. N. E. and blew  
 light from that direction all day. Steering N. N.  
 by N. light sails furled. Busy painting part of  
 the day. Yesterday the painting inside of all  
 finished up and as soon as it began to get  
 a little dry the light sails were all set.  
 Breeze fresh from E. N. E. Course N. N. by N. About  
 sunset last evening the breeze hauled to E. S. E.  
 blew from this direction a short time then  
 hauled back to E. N. E. This change was attended  
 by light rain in the middle watch. The weather  
 being somewhat squally and the mate on deck,  
 we took in all the light sails and studding sail,  
 but had no very bad weather. Today there has been  
 a light breeze from the eastward all day, ship  
 steering N. N. by N. under all driving sail.  
 We have painted the outside of the tops from  
 the ends to the very top of the main masting today,  
 and now is all the effulgence of black, white  
 and green paint - that "Arab" makes the sailors  
 like a thing of life. The triple and admiration  
 of all those jolly boys who come aboard her crew.  
 We sincerely hope that she may float long enough  
 to bear us in safety to the port from whence she  
 took us more than 40 months ago. Porpoise laid  
 up, another sail today about noon, and the mate  
 having been rendered particularly generous by



his long attendance Mr. porpoise balls" rushed out  
 on the martingale, resolved to do all that lay in  
 his power for a dish of the aforesaid "balls".  
 Such a determination was "non-over-come-able",  
 and he soon put the iron through one of the  
 beauties, which was then served to the deck.  
 Almost as quick as "Jack Robinson" could be  
 ejaculated, and at their dippers this training  
 the epicures were more delighted than favorite  
 dish. Shortly after sunset tonight the wind  
 hauled to the N.E. thus leaving us only one  
 point-free, which brought in the threatening sails.  
 This drift has kept us along freely the "our  
 way across the sea" as is evident from the  
 following positions: - Apr. 12<sup>th</sup> Lat. 6.52 N. Long 42.39  
 Apr. 13<sup>th</sup> Lat. 8.20 N. Long 44.15 W.  
 Apr. 14<sup>th</sup> Lat. 10.06 N. Long 45.38 W.  
 Apr. 15<sup>th</sup> Lat. 12.02 N. Long 47.14 W.  
 Apr. 16<sup>th</sup> Lat. 13.37 N. Long 48.49 W.  
 Apr. 17<sup>th</sup> Lat. 15.24 N. Long 50.23 W.  
 Apr. 18<sup>th</sup> Lat. 16.56 N. Long 51.57 W.

Sunday, April 25<sup>th</sup> 1857.

The next commenced with very light winds, and  
 on Sunday and Monday, it was nearly if not  
 quite calm most of the time, the fresh air  
 there was on Sunday blew from about S.E. The ship  
 was barely moving along holding her course N.N. by N.  
 under all sail that would draw. Considerable  
 quantities of ball were here passed and after  
 about a shoal of porpoises paid us a short visit.  
 Monday the wind was endeavoring to blow from the  
 S.W. and we were moving slowly to the N. by N.  
 under all sail as on the preceding day. Watches  
 employed dipping the tops, fore and aft, and  
 regulating the forenoon of the fore tops, and other  
 little necessary jobs. That night the wind freshened  
 as entirely and while we were lying in the calm it  
 was a good time to exercise the watch on deck in  
 hoisting and squaring yards for breezes so light that  
 save for the organization of the officers of the deck, &c.



never had an existence. Toward morning arose a light  
 breeze, did spring up from the Southward and, following  
 the yards for that we stood slowly along to the N. W.  
 Tuesday the breeze, mostly from S. E. Still continued very  
 light and under all drawing sail, we were  
 steering N. W. Watches busy doing small jobs of  
 light work. Batching up and regulating things, in  
 general. Wednesday, light breezes varying from S. E. by E.  
 to S. E. by S. steering N. W. under all sail. Carrying  
 Studding Sails whenever they would draw. On the  
 starboard side, the mast of a boom iron on the  
 other side preventing our setting them there.  
 Employed making spiny yarn & seizing them, and  
 setting up the sandy bucket fashets made some  
 time ago. In the afternoon raised two merchantmen  
 both steering to the Westward, one of them crossed  
 our bow some distance ahead and the other  
 crossed our wake just after dark, almost  
 within hailing distance. This last one was a  
 very large Clipper with an immense crowd of  
 crews, royal masts and sky sails and royal  
 Studding Sails were probably filled by breezes  
 that bore a high crest over royal masts.  
 Thursday breezes of the preceding day continued  
 course N. W. all drawing sail, but  
 very little going on on board this day. Saw  
 two sails, probably merchantmen, both bound to  
 the Westward. Friday fresh breezes varying from  
 S. E. by E. to S. E. by S. steering same course (N. W.)  
 under the same sail. Got the big gun up out  
 of the fore-hold and cleared her out in  
 readiness for use if necessary. In the afternoon  
 a little fun back, came playing around the ship  
 with as much freedom and concern as a  
 porpoise, rolling him thing and spouting under the  
 masting, this was more than the mate could  
 stand and so pushing out and seizing the  
 porpoise iron he hoisted it into the fore-cast-  
 le deck. side with all his might and as  
 he went carrying the iron with him, which did  
 probably be his death. Saw a sail bound to the  
 South Westward. This morning (Saturday) we had a



fresh breeze from S.E. which soon began to haul  
 gradually toward South. Ship steering N.W. with  
 all sail set. Shortly after noon the wind  
 hauled around through N. to N.W. knocking us  
 off to N.N.E. The breeze also increased in squalls  
 accompanied by thick fog and much rain.  
 This weather brought in all the light-sails and  
 during squalls the topsails were clewed down  
 and courses hauled up, the squalls however  
 consisted principally of rain. This state of  
 things continued for a couple of hours or so  
 during which time the wind was gradually  
 hauling to the Northward. The rain then ceased  
 and the fog cleared away and with a strong  
 breeze from N.N.E. we steered off N.W. under  
 whole topsails and courses. The wind increasing  
 before 7 P.M. double reefed the fore-top sail, and  
 shortly after reefed the main, with the exception  
 of today the weather has been beautifully pleasant  
 warm and clear all the week. Everything  
 seems to favour a speedy return, and we are  
 now within fifteen days sail of home. Ever  
 since we first struck into the region of gales  
 last Sunday, we have been passing large  
 quantities of drift constantly. This probably drifts  
 out from the Gulf of Mexico and from Anchorage  
 to West Indies in the E. current, correct to the  
 Southward of the Gulf Stream. As we are now  
 on about the outside boundary of fine weather,  
 and so near home all perils which have  
 usually served to keep us busy through the long  
 voyage, have about come to a final cessation.  
 "Guthrie's" occupation is soon almost in view of  
 this time however everything that was necessary to  
 be done in order to render the old bark presentable  
 was accomplished while we were in good weather.  
 The rigging all overhauled and where the sewing  
 was ragged, or where a seizing was broken for  
 the standing rigging black blocks out of order  
 running rigging deficient or anything of the kind,  
 the proper remedy was applied, and of shining  
 brass of ten, made all look as good as new.



Then the old bark was rubbed, and scrubbed and painted outside and in till she looked as new as the flagship of a Squadron with her bright colours glistening rigging and almost new set of sails and I really believe some of the crew were almost proud of her good appearance. Then all this had finished we laid aside the sewing mallet and the roll of parcelling and the ball of skum yarn, the marlinbottle and the palm and the sheeter and buried ourselves with pleasing recollections of home as we left it - long ago. No more shall we have to search that Pandora's box - the forehold - for old junk to keep us out of mischief; no more strip of the careful covering and draw the long yards forth to a new existence; no more fill the infernal clatter of the spinning Jenny greet our ears from morn till noon, from noon till New Year.

Progress for the week ending today was follows:-

April 19<sup>th</sup> Lat. 17.35 N. Long. 52.35 W.

Apr. 20<sup>th</sup> Lat. 18.20 N. Long. 52.54 W.

21<sup>st</sup> Lat. 18.59 N. Long. 53.34 W.

22<sup>nd</sup> Lat. 19.55 N. Long. 54.31 W.

23<sup>rd</sup> Lat. 21.20 N. Long. 55.52 W.

24<sup>th</sup> Lat. 22.25 N. Long. 57.06 W.

25<sup>th</sup> Lat. 24.02 N. Long. 59.01 W.

Saturday May 2<sup>nd</sup> 1857.  
The termination of the last gale left us in possession of a strong breeze from N.N.E. which soon after hauled to N.E. by N. and continued to blow strong all night - we were steering N.W. under double reefed topsails & courses. The sea rather rough. On Sunday morning the wind hauled to E. N.E. and moderated slightly so that to the decrease of the wind and the direction to which it hauled we were enabled to make all sail, steering N.W. Saw a vessel bound to the Westward: that night the weather became cloudy and the wind hauled to N.E. The night accordingly took in by light sails although there was no increase of the breeze. Monday fresh breeze varying from N.E. to E.



Steering N. N. with very rag & canvas set. Weather  
 pleasant through the day. That night the mate was  
 of duty, deck, and the Captain headed the  
 Lapboard watch. Breeze hauled to S. N. E. in the  
 night blowing fresh. Tuesday fresh breezes from E.  
 and S. S. E. Steering N. N. by N. under all sail  
 broke out water in the forenoon. At night  
 the mate again returned to duty and took  
 charge of his watch. In the evening two of the  
 boys forward known respectively as Duffey and  
 Macey had a colloquial altercation and  
 pitched into each other in order to settle it in  
 the usual way, but the mate, hearing the  
 rumour, came forward and separated the  
 belligerents, bidding them over to keep the peace.  
 Wednesday light breezes varying from S. S. E. to  
 S. E. Ship under all drawing sail. Steering  
 N. N. by N. In the forenoon saw a miserable  
 looking old merchant bark bound to the N. E.  
 Saw also a shoal of porpoises. Cleared up  
 all our whaling craft, being desirous of  
 leaving it in good order for the next set of  
 whalers who sail in the Arab. In the afternoon  
 sent down the mainsail, repaired and sent  
 it again. This was probably the last sail  
 including our shawl save to do on board the  
 aforesaid Arab. Night - wind hauled to S. S. E.  
 and we steered N. N. by N. for a while -  
 Weather very pleasant. Thursday light breeze in  
 the forenoon from S. E. Steering N. N. by N. under  
 all sail. Saw three sails, two of which were  
 made out to be frigs. all three were steering to  
 the N. E. In the afternoon the breeze hauled to  
 N. N. W. and we were heading W. Saw large  
 double topsail bark standing to the eastward.  
 Through the night light breeze from N. E. by N.  
 heading N. N. by N. under all sail our course  
 was N. N. W. Friday strong breezes varying from  
 N. E. to S. N. E. Steering N. N. W. Came down to  
 single reefed topsail in the morning & continued under  
 that sail all day. Saw a frigate, and a bark  
 bound to the S. E. Night - moderate breeze from E. S. E.



turned the reefs out of the topsails. Today (Saturday)  
 lay light breezes from E. S. E. ship steering N. N. W.  
 under all drawing sail. Saw a fin back and  
 two sails, both of the latter standing to the N. E.  
 Shortly after seven o'clock the evening our breeze fell  
 us in a dead calm which still continues. The  
 past week has been rather a dull one with us,  
 so far as manual labor is concerned, for there  
 has been but very little going on. The weather  
 has been very pleasant all the time which  
 considerably enhanced the pleasures of boating.  
 Today our last pig was butchered and  
 passed through the Cooks' Coppers, the mules  
 up all our live stock with the exception of the  
 goats and the old hen which we intend shall  
 finish up the Cruise with us. Much grief  
 need was passed in the fore part of the  
 week but lately it has been going less  
 plentiful with us, and we must see but  
 very little of it. Our latitude today placed us  
 very nearly off a breast of Cape Hatteras, a place  
 where squally weather is usually looked for and  
 we may therefore "look out for squalls" yet, although  
 it is rather late in the season for very rough weather.  
 Next week with ordinary good luck we  
 confidently expect to terminate this voyage and  
 in view of the near approach of that grand  
 desideratum perhaps it is as well for us to look  
 at the prospect once more before that time  
 disperses our little band to the four winds of  
 Heaven - Since the time we commenced this  
 voyage - which was just 43 months ago today we  
 have witnessed many vicissitudes, starting with  
 a crew most of whom were total strangers to  
 the sea. Some of them leaving their country for  
 their country's good, others for want of better  
 employment and others induced with the idea of  
 the glory of a sailor's calling all induced by the  
 flattery of sharks and shipboard masters to believe  
 that whaling was a business which, besides being  
 pleasant and agreeable, was also very  
 profitable pecuniarily to all concerned, and



all hands fore and aft Commencing the voyage  
 with an apparent Determination, which seemed  
 at that time to insure its Success. Well we left  
 our native land, the perils of sea sickness were  
 safely passed, and we became familiar with  
 "a life on the Ocean wave." We could laugh  
 at the Storms and Curse the Calms, we caught a  
 couple of little sperm whales which encouraged us  
 still more - weathered Cape Horn and in due  
 time arrived at Valparaiso. There the gratifi-  
 cation and excitement of once more being ashore  
 superseded every other Consideration, and we  
 "went in" and had a good time, leaving  
 behind us in Valparaiso a "name and a fame."  
 Sailing from there we considered that with  
 that Cruise the voyage was really to Commence  
 and therefore in good spirits we four neared on  
 our way, passing the Landrich Islands, thinking  
 how soon we should come in there at the  
 end of the Cruise, perhaps with a full ship  
 and homeward bound! Alas! what a  
 ductile thing is imagination! But we went until  
 we had traversed the length of the mighty  
 Pacific, passed through the Kaurischatta Sea  
 and thence into the frozen regions of the Arctic  
 Ocean, day after day passed away but the  
 sailing of the ship which we had laid out for  
 our pelops improved very slowly and finally  
 the season rolled away and we left for the  
 Spanish Main like a whipped pup instead  
 of boldly making for the Landrich Islands  
 with a full ship as we had previously anticipated.  
 Still there was consolation for us, we knew that  
 although none of the Arctic fleet had done less  
 than ourselves, still the majority of them had done  
 but little better; the weather was very bad for  
 sailing and we were told by the morning news  
 that we had been only lucky, consequently  
 looking upon ourselves as the victims of misfortune  
 we still kept up our courage resolved to do  
 for it all next season North. In the meantime  
 we visited Unalakleet and recruited. Cruised for sperm



whales several months and in the ensuing Spring reached  
 the Sandwich Islands once more. Brought for the North,  
 and this time resolved to "do or die" my hunt, and  
 to all intents and purposes accomplished. The season  
 leaving the ground before the season was over and  
 making an enormous toll for the Sandwich Islands  
 with no terminating circumstances. We had seen  
 plenty of whales, had plenty of good weather but had  
 done most miserably. I persisted in this cruise we  
 "saw through a glass darkly," but by this time  
 it became evident to the meanest capacity that  
 there was certainly one "screw loose" if not several  
 and we resolved to devote the remainder of the  
 voyage to improving every facility for enjoying  
 ourselves and pass as easy of time as was  
 possible under the circumstances, magnanimously  
 regardless of all worldly emolument or preliminary  
 engagements, and so we had a good time  
 in "Old Maui," and when that season was over  
 we went to Magdalena Bay, and there had a  
 splendid time. In fact this was the grand  
 season of the voyage, we traversed the hills  
 and the valleys of the islands and the desert of  
 the prickly pears and the lagoons of the main-  
 land. We explored every portion of the bay, camped  
 out among the sand hills, visited the ranches,  
 caught fish and turtle, hunted other wild  
 game, rode, oystered, and "word high" on  
 the fat of the land. Finally the whales came in,  
 and we had a good time with them. It was  
 rather hard work but then it was sporting,  
 just the fun we liked, and without fielding  
 particularly anxious about the interests of the  
 owners we filled up quite a space in the  
 ship's lower hold besides doing the like for the  
 L. C. Richmond. Encouraged by this streak of luck  
 another cruise on Kodiak was determined upon  
 but nobody - I am, believe the owners cared for  
 its success so back we went to the Sandwich  
 Islands again, and then off to Kodiak - doing  
 still less this time than the preceding voyage,  
 leaving a long time before the season was over.



utterly disgusted with the proceedings and everybody of  
 the opinion that it was high time to leave for home.  
 But we achieved one victory over all the rest  
 of the fleet on this cruise: by arriving at Lahaina  
 and getting away again before any of the rest of  
 them arrived. Upon leaving Lahaina for the West  
 the route was laid out with the idea  
 that perhaps we might take a few hundred Bbls.  
 of sperm Oil, which would have made quite an  
 attainment, but the biggest thing that we have  
 caught since that time was a black fish. The  
 familiar scenes of Magdalena Bay were again  
 visited, then San Diego, where we felt as much  
 at home as on board the bark, then a short  
 call was made at Puget, where we had  
 good bye to the Pacific shores and with a  
 light ship and light hearts we commenced  
 our last cruise! homeward bound. Cape Horn  
 was again passed, we sailed through the  
 squally regions of "45" once more "Crossed  
 the Tule", then making for our own shores,  
 passed the Bermudas and now here we are  
 off Batteras and almost home. No doubt there  
 are very different sensations experienced by our  
 crew in relation to our return. The Captain and  
 officers, those on whom the responsibility of the  
 voyage is supposed to devolve, will be held  
 accountable for the condition in which we return,  
 and it strikes me that their pretensions to  
 capability are very difficult to reconcile with  
 our present circumstances. "By their words shall  
 ye know them" and in accordance with this  
 principle our respected Skipper and his  
 functionaries will be judged. The remainder of  
 the crew for the most part manifest the most  
 perfect indifference to our truly pitiable  
 condition regarding our anticipated arrival at  
 Fair Haven with the same feeling that they  
 would if we were going into the Sandwich Islands,  
 or any other port of the Pacific Ocean. It is  
 singular how short love of home will wear away.  
 For the first year that we were out probably there



was not a man on board. But that looked forward to her  
 return with feelings of indescribable emotion, now they  
 manifest no concern about it, and although there  
 is not a man in the fore-castle, excepting those shipped  
 on wages, but that is indebted to the ship, still with  
 true sailors independence, they know that they can  
 work their way through the world, no matter how  
 propitious their circumstances. Some then are  
 who sailed from home with us that after seeing  
 how our voyage progressed resolved to make an  
 attempt to better their circumstances and  
 accordingly left. Of these, the first was the  
 Russian, George Weiss - who left at Talchuanoo,  
 the next was James Smith, who was left at  
 Irumbeg, on our first visit there. The next was  
 the universal "John Smith" an assumed name in  
 this case. He left at Lakhaina the first time  
 we visited that port - after having previously  
 deserted and got caught in Irumbeg. The next  
 was Charles Tobey and the next Mr Cunningham  
 both of whom left at Lakhaina, when we went  
 in there after the 2<sup>nd</sup> voyage north. Both had  
 also previously deserted at Irumbeg and got  
 caught. The next one that left us was Peter  
 Johnson - an assumed name also - he left in  
 Margarita Bay the first time we were in there  
 after having tried it unsuccessfully at Lakhaina.  
 The next was our original 2<sup>nd</sup> mate Mr Bailey,  
 who was discharged at Lakhaina before we  
 went north the last time. The eighth and last  
 was Mr Girdale, who was left ashore in Irumbeg  
 when we were there last. Others we are  
 bringing home, who have made several attempts  
 to leave us but got caught every time and now  
 that the voyage is so near finished, I don't  
 think they regret being with us. Two of our  
 original Irumbeg hands passed to their long  
 account. Commencing the voyage with prospects  
 as bright as any of us, in the prime of life,  
 they were suddenly cut down and now the  
 Pacific wave rolls over their bodies. Good  
 men and true, their memory deserves a tear from



all who were once their shipmates. In my own part, looking upon this voyage philosophically, I think I have been vastly benefitted. Entering upon it with perhaps a fuller knowledge of the parent chance of success than any other or for the most I was not disposed to be too sanguine, although I had confidently expected to see of far different result - but I think the opportunity which has thus been afforded us of visiting distant lands and observing the manners and customs of people in different countries, some of which are almost entirely unknown in civilization; the change of climate, the designs of the sea, the phenomena of the ocean and the innumerable variety of circumstances naturally attendant upon a four years cruise on board a ship, are of much greater importance than any pecuniary recompense would be, without however meaning any disparagement of the latter. And in future years I think I can look back upon this apparently unprofitable period and always think - as I now do - that the time I spent on board the Arab was employed to a good advantage. Our progress for the past week has been as follows:

April 26<sup>th</sup> - Lat. 24.53 N. Long. 60.29 W.  
 27<sup>th</sup> Lat. 26.20 N. Long. 62.33 W.  
 28<sup>th</sup> Lat - 27.56 N. Long. 64.11 W.  
 29<sup>th</sup> Lat - 29.23 N. Long 65.36 W.  
 30<sup>th</sup> Lat - 30.40 N. Long. 66.48 W.  
 May 1<sup>st</sup> Lat - 31.45 N. Long 68.02 W.  
 2<sup>nd</sup> Lat. 33.37 N. Long. 69.05 W.

Saturday May 9<sup>th</sup> 1857 -  
 Once more the keel of the old Arab plunges the waters of Bagdad Bay, terminating our voyage. In the whole of the past week from the number of vessels that were almost constantly in sight, it has seemed from this appearance that we were all the time at home, and so we were, for these waters are almost as much frequented as the shores which their billows cover.



The last week that we shall spend together on board the boat  
 has been by no means the most interesting. Our gradual  
 approach to the home from which we had been so long  
 absent, and the constantly deepening interest which  
 we could not help feeling, as day by day we  
 drew nearer to more familiar scenes, were amply  
 sufficient to render this week one of the most  
 cheerful that we had ever passed during the voyage,  
 and the gratification which we experienced  
 unlike that attendant upon the rioting to which  
 we looked for amusement in foreign climes was  
 a real feature. Last Sunday the mist seemed  
 to subside a dead calm, which had prevailed  
 during the preceding night, and it continued  
 to nearly last through the day, at times there  
 was a faint breath of air stirring which  
 seemed to come from the S. E. but it was  
 hardly sufficient to stir the ship's cleavage way.  
 In the morning something was discovered  
 floating at a short distance from the ship which  
 we took for a barrel, and the mate  
 lowered and went to it, when it was found  
 to be an empty cask, which had evidently been  
 in the water a long time, as there were several  
 bushels of long snouted Clams growing fast to  
 it, and a shoal of small fish of various  
 kinds surrounding it. It was brought to the deck  
 roasting in on a stick and after being cleaned  
 found to be a very good cask, nothing  
 to be desired. I think it came from the  
 boat. I have that it may be an oil cask.  
 While we were down for the cask there was  
 a fish back in sight at a short distance  
 from us, and having nothing else to do we  
 pulled for him. The mate going into the head  
 of the boat with a lance which he dashed  
 at the whale once, but we were too far  
 from him to do him any damage. Porpoises  
 were also seen in the course of the day. In the  
 afternoon we raised a large head by itself, and  
 the mate went down and caught him, thus  
 unexpectedly furnishing us with one more than



of turtle soup on board the old bark. The ships which  
 had been seen on the preceding day were also  
 in sight all day Sunday. In the afternoon at  
 3 o'clock were in Lat.  $34.06 N$ . Long  $69.58 W$ . The Calm  
 continued, the weather being beautifully mild  
 warm and pleasant - until about midnight  
 when a light breeze sprang up from the South  
 and with all sail set we started off N. N. W.  
 This breeze gradually increased, and we  
 had it pretty strong all day Monday, varying  
 from S. by E. to S. E. Ship steering N. by W. under  
 all drawing sail. Saw four vessels all of them  
 bound to the N. E. Lat. at 3 P.M.  $35.21 N$ . Long.  
 $71.00 W$ . Through that night the wind continued  
 to increase gradually so that we took in the main  
 royal, studding sails, and main sail, sea  
 running pretty high and the bark rolling  
 considerably. Suppose we were then crossing  
 the Gulf Stream, but nobody seemed to know  
 whether we really were or not. Our longitude in  
 the afternoon placed us rather too far East to  
 cross that night. But it was evidently incorrect  
 for on Tuesday morning at about 8 o'clock we  
 raised a fore and aft schooner ahead bound to  
 the Eastward and shortly after passed close  
 along under her lee & changing longitudes. Cross  
 was situated at  $71.30$  while she showed  $72.38$   
 On her stem we read her name. Argus, of  
 Washington, and she was evidently but a day  
 or so from the land, so there was not much  
 probability that their reckoning was incorrect.  
 This longitude placed us in the Northern edge of  
 the Gulf Stream which corresponded very well  
 with the weather we had experienced on the  
 preceding night. The temperature of the water which  
 is much warmer in the Gulf Stream than else-  
 where, was tried, and found to be about  $64^{\circ}$  Fah-  
 renheit, which is no higher than the ordinary  
 temperature of the sea, but at this time we must  
 have crossed for the weather that morning was  
 considerably cooler, squalls of fog were also  
 prevalent. Breeze strong from S. E. After



speaking the Argus on Sept 27<sup>th</sup> and in consequence of  
the fog called her down from mast heads. In the  
afternoon the wind hauled S. blowing strong and  
the weather became pleasant but no more mast-  
heads were stood that day. Took in fore top gallant  
sail and all the light sails. As we were passing  
the Argus in the morning, standing on the quarter deck  
in full view we observed a woman, a real,  
genuine, live Yankee woman no doubt and  
the sight of her was a treat to all hands -  
she might have been a perfect virago for aught  
we know, still well to do always & quite the  
admiration of a sailor. Tuesday night the  
 breeze moderated considerably and we set all  
the light sails. Caught a porpoise in the morning.  
Wednesday morning light breeze from S. steering  
N. & N. by E. These breezes in the forenoon hauled  
first to N. then to N. N. W. knocking us to N. E.  
for a short time but in the afternoon the wind  
again got back to S. and continued light from  
that direction during the remainder of the day.  
Steering N. with all drawing sail set. One  
ship in sight all day, steering about N. by W.  
Porpoises were also seen in great numbers and  
in the afternoon raised a large shoal of black-  
fish, but as the lines were all stowed away  
below we did not lower for them. We were  
at this time judging from the color of the sea,  
evidently on soundings, and in the course of  
the afternoon we gave the lead over board & three  
feet found no bottom at 90 fathoms. That night  
breeze very light from S. Gradually in morning  
toward morning heard black fish spouting close  
by the bark but could not see them. Weather  
pretty cool and water ditto. Thursday very  
light southerly air, water perfectly smooth and  
ship barely moving through it - heading to the N.  
with very short canvas set, that formed down  
a most beautiful mirage prevailed in the  
morning which played all sorts of fantasies thick  
with the numerous sails which were in sight,  
turning their bottom side up, cutting them in two,



and gilling courses, topsails, top gallant sails, royals & sky sails gone above the deck to an indefinite height. At one time I counted eighteen vessels of various descriptions, many of which were beyond the natural horizon, and which disappeared with the mirage of mist. These vessels were bound to the eastward the others to the westward. The greater part of them probably richer to or from New York. It appeared, (flag and signal) an American bark in the forenoon, but did not ascertain her name. Sounded once in the forenoon but found no bottom at 70 fathoms. Shortly after noon raised a shoal of black fish and for the last time lowered boats to fish them & sail. It and 2 <sup>nd</sup> masts and dories going down, but after chasing them for an hour or so the boats returned on board at 2 P.M. unsuccessful. In which, no doubt, all were very thankful. As we had no desire to do any more gleaning work this voyage. While we were off in the boats the skipper sounded finding bottom of yellow sand at 45 fathoms. At 6 1/2 P.M. again sounded finding the same depth and a bottom of dark sand & gravel. About 4 P.M. we kept off N.E. by N. Thursday night the wind got around to N.W. and freshened a little in the middle watch so that the light sails were taken in. Sounded again in the first watch finding bottom at 45 fathoms. For a short time in the middle watch the wind blew N. by E. and while it was from N. we were heading E. by N. then it again hauled back to N.N.W. and we headed up N.E. Friday (Friday) in the forepart of the day we had a light breeze from N. and having made all sail were standing along E. N.E. A number of small vessels mostly Schooners and brigs were in sight & as all day coming and going in all directions and unmistakably indicating their cross movements that we were very near the land. At 7 A.M. sounded finding bottom at 40 fathoms. At 8 A.M. observed a Schooner making for us.



and have to give her a chance to speak us,  
 which she accomplished in a few moments running  
 across our stern and we learned that she was  
 the whaling schooner Admiral Blake of Sableau,  
 Capt. Blake. Ship 24 hours from home, bound on a  
 Cruise in the Atlantic. The schooner did not come to  
 but kept on running along to the Southward, the Skipper  
 evidently being anxious to fill her up and get home  
 as soon as possible. As she passed us within  
 a very short distance we had a good opportunity  
 of seeing her crew, all of whom no doubt were  
 fresh and such another lot of specimens I never  
 beheld, although the redoubtable Plate crew may  
 have presented a similar appearance when they  
 were first home from home outward bound. They all  
 appeared to be very young men - some of them looked  
 as though their work didn't hurt them out, but  
 they all had such a perfectly forlorn, dejected and  
 sorry look that we felt obliged to sympathize with.  
 Although we could not help laughing at them.  
 We were informed by the Capt. of the Schooner that Gay  
 Head was N. by E. from us at a distance of  
 50 miles - which placed us farther to the Eastward  
 than our own reckoning, and we accordingly stood  
 along on the Starboard tack, heading N. N. E. until  
 about 10 o'clock when it died away calm toward  
 from a light breeze sprang up from the Southward  
 fresh - which we altered N. by E. and at noon we  
 raised and hailed with unusual joy the P. bearing  
 N. W. and distant miles. Some fifteen or twenty  
 sail of small craft were at that time in sight going  
 to and fro and about 4 o'clock in the afternoon  
 sail was discovered amongst the crowd steering  
 toward us. At 5 P. M. she ran across our stern and  
 one of the hard heads in Starboard Lane sang out -  
 "Hail to you and a pilot." - "Yes yes" - "Hail to



response, and as our main yard swung back, the  
 little pilot boat that was the most welcome visitor we  
 had seen in a long time, the Irish Sturge & Tisbury  
 Vineyard, came a short distance from us with  
 her jib sheets to windward and a little dingy  
 out at her stern and brought the pilot alongside  
 of us. The little boat after being well stocked with  
 provisions for the pilot considered it one of their  
 duties to receive such supplies from every  
 ship they board. They returned, and the Irish Sturge  
 stood off to the southward again to make another  
 brightened Whaler's capture. When the pilot jumped  
 on deck the functions of our worthy skipper ceased,  
 and a friendly greeting between the two men  
 "old man" took him down below to drink to his future  
 prosperity. While the pilot gave the orders of "Square  
 in the yard" and "Keep her off N.E." there was no  
 musing about that old fellow, he knew that he was  
 about and we looked upon him as our deliverer  
 from the ordeals of the N.E. We were evidently farther  
 to the Westward than had been expected at the time,  
 and the "Admiral Blake" must have been at fault.  
 We were informed that Gay Head bore N.E.  
 distant 53 miles. In answer to a request made by  
 the mate the pilot brought on board a few plugs of  
 tobacco which he gave, distributed among those who  
 used the weed, and after almost total abstinence in  
 consequence of the scarcity for a long time, all  
 hands were more satisfied. The luxury of seeing the  
 blue smoke of smoke curl up from a well filled  
 pipe. The Irish Sturge Mr. Robertson, had  
 come out to hunt as far as my men reported of  
 shore to him on Thursday by the ship George  
 Ireland, which they spoke sound in. Pilot also  
 informed us that whalers were coming in New Bedford.



and Fairhaven - every day, and we had the satisfaction  
 of knowing that we should keep sweet the list of arrivals  
 on the following day, if we did not affect the oil  
 market. After supper we got up both chains and  
 got the anchor all the way ready for use. if it should  
 be necessary, according then was no probability of it  
 that night. At this time we had a fresh breeze  
 from S.W. and were going S. by E. or E. by S. to the  
 N.E. The last we saw of Long Island when the  
 shades of evening began to fall, was distant some  
 miles. Montauk was bearing about E. and a little  
 further to the Northward. Key Block Island, which  
 was not quite so far distant. We continued  
 steering N.E. through the evening, wind varying a  
 little further side of S.W. and the standing sails  
 were frequently shifted over without any murr-  
 ing but all were anxious to take the best  
 advantage of every breath of wind. At 8 P.M.  
 Montauk Pt. light was just covered, bearing S.E.  
 at 10 P.M. the pilot went below and turned in  
 leaving word to keep along as we were and  
 call him in an emergency - We continued  
 through the night, the breeze remaining fresh and steady,  
 and as light after light was raised on the track  
 we were well satisfied with our progress. At  
 sunrise we were still at least 20 miles out and  
 fairly rounded up the Bay. All hands were up - it  
 needed not the officers' commands to accomplish  
 this and every body was on the qui-vivis - Lee Hung  
 now remained in order to follow up the Arab for her  
 Grand Entry. The old Chasing fleet on various parts  
 of rigging must all be flung overboard and so at  
 it we went - and it did not take long to put the  
 old work to the superfluous attire. Then the hanks  
 were overhauled, stowed and piled up accordingly  
 overboard, followed by the clothing of every  
 description, and the chests were packed and taken







